

Latitude 38

VOLUME 140, FEBRUARY 1989

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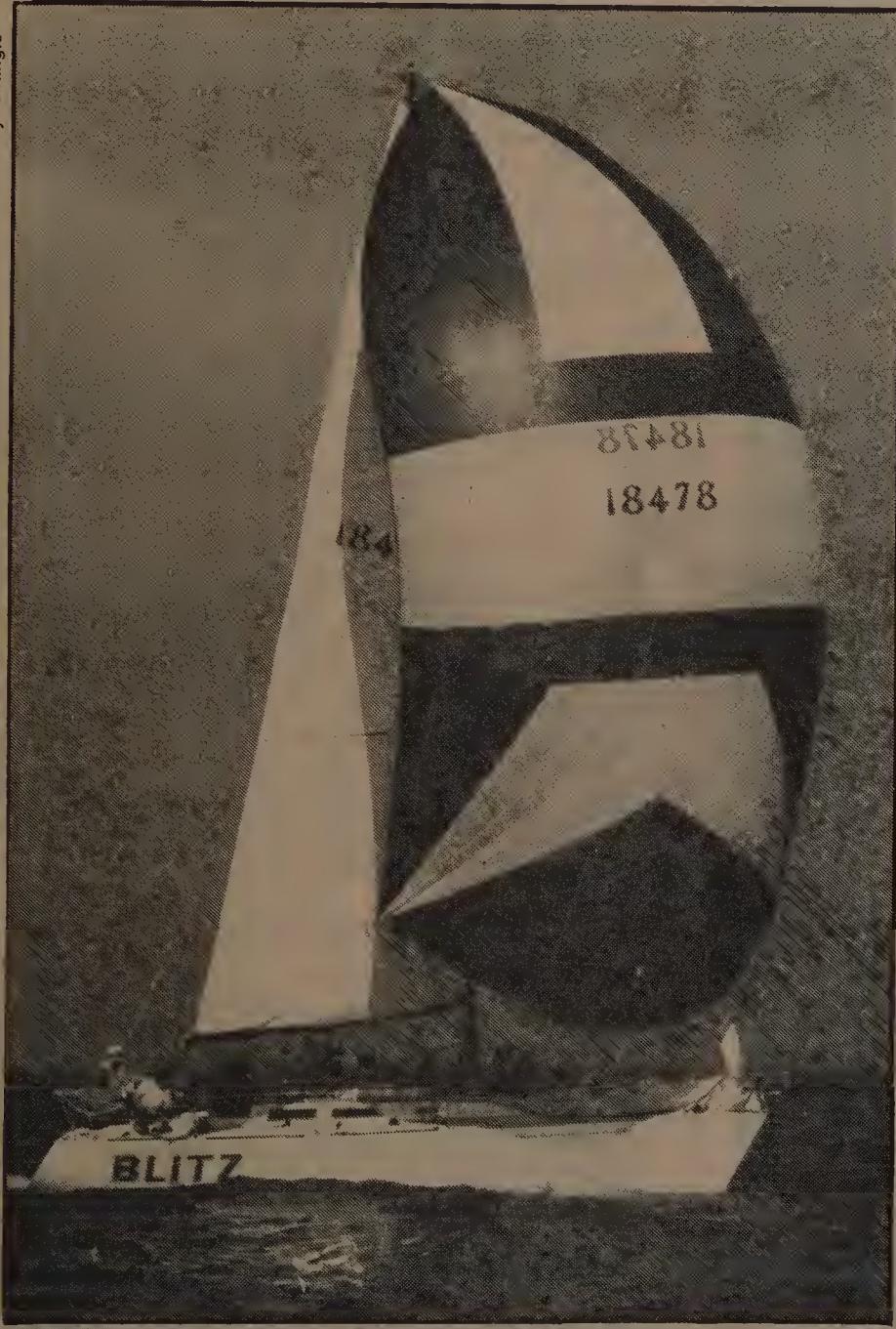
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SEE OUR BROKERAGE SPECIALS ON PAGE 43

An Offshore Blitz

Myles Ringle



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	Oceanis 350	\$92,850	\$86,320	\$6,530
	First 51		CALL	
	First 405	\$164,900	\$149,895	\$15,005
	First 35s5	\$94,980	\$89,950	\$5,030
	First 285	\$49,950	\$47,500	\$2,450
BENETEAU	Pearson 39	\$166,980	\$156,900	\$10,080
	Pearson 37	\$157,000	\$147,500	\$9,500
	Pearson 34	\$105,000	\$98,750	\$6,250
	Pearson 33	\$89,500	\$84,900	\$4,600
	Pearson 31	\$77,850	\$73,900	\$3,950
	Pearson 27	\$48,500	\$44,800	\$3,700



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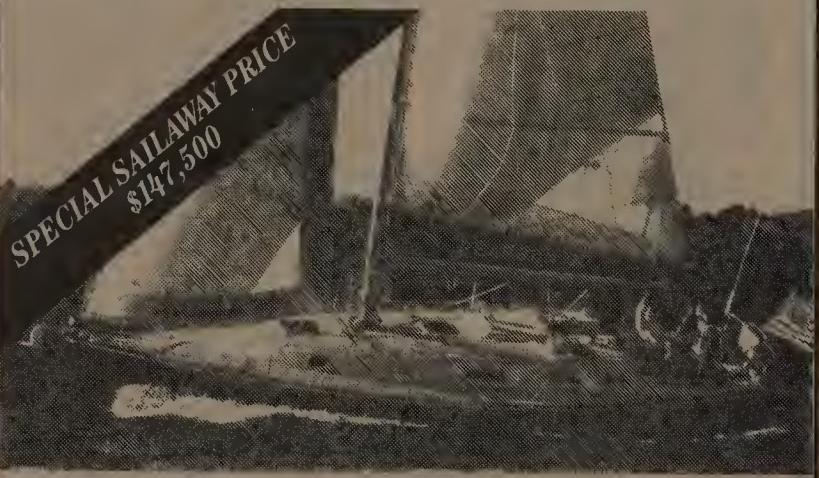
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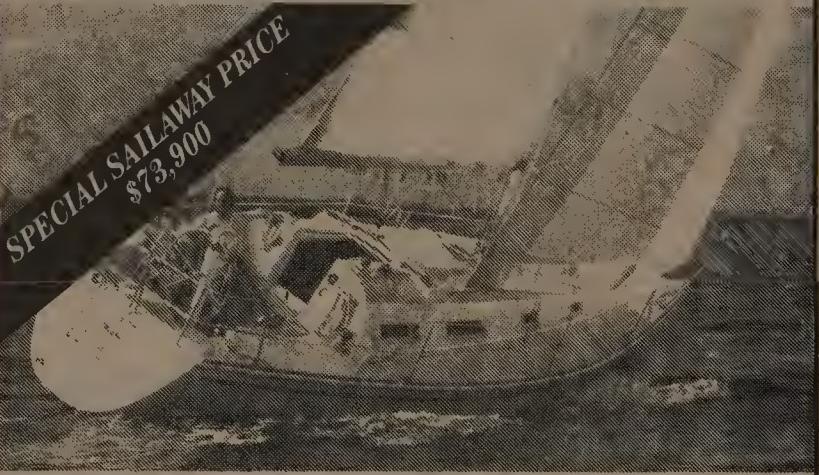
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Pearson 37. Special Savings \$9,500



Pearson 31. Special Savings \$3,950



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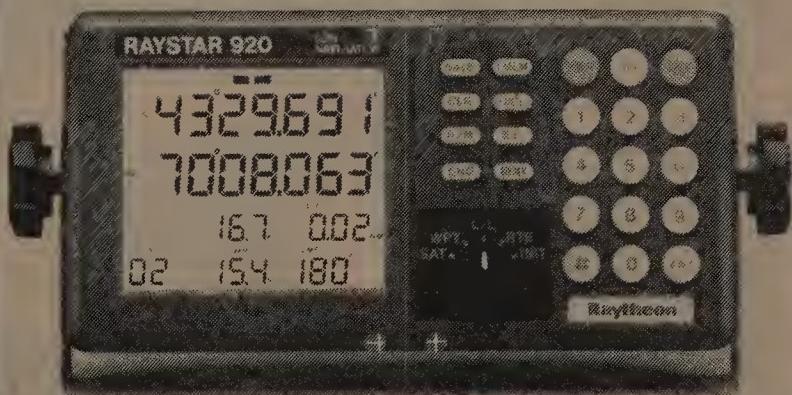
K. BENGTSSON

Standoff at Alcatraz With The 'Swell Dancer' Crew

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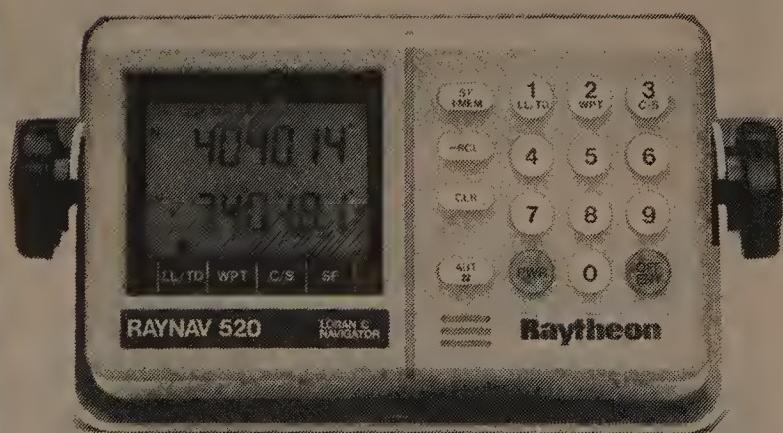
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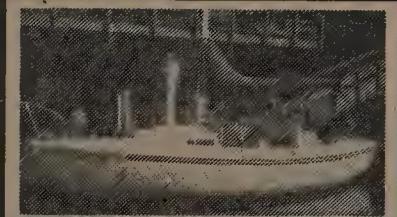
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 Production / Office Manager Terri L. Wilder
 Classy Classifieds / Production Colleen Levine
 Production Suzanne Tumicki
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BUYERS — We find the right boat for you.

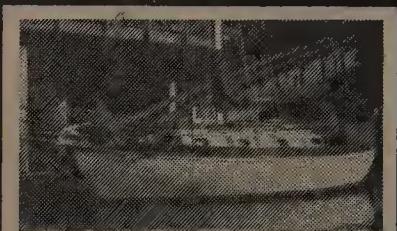
62' Motorsailer	250,000
57' Steel, Abeking & Rasmussen	225,000
54' S&S Aluminum	250,000
51' Bénéteau	299,000
47' Passport	220,000
46' Island Trdr Ketch	149,000
44' Peterson ctr cockpit	125,000
43' Frers Shockwave	250,000
*43' Gulfstar Ctr cockpit	85,000
42' Pearson 424 Ketch	112,000
*42' Passport	150,000
41' C&C, Race equipped	130,000
*41' Whitby Caribe	45,000
41' Newport	78,000
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*26' Intl Folkboat	10,000



Catalina 27. Wheel steering. Very clean. \$15,900.



Yamaha 33. Enjoys an excellent reputation for quality construction and fine sailing characteristics. \$34,750



Baba 30 Cutter. Very nice. \$69,000.



Islander Bahama 30. Very clean Diesel, wheel. Year's free berthing. Offers



Pearson 33. 1987 Excellent condition at a very attractive price. \$67,500.

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Passport 42 Cutter. 1985. Blue water cruiser. \$150,000.



Gulfstar 43. Center cockpit cruising v't. Outstanding buy, reduced to \$69,900



TAYANA



TAYANA 37 Cutter. The proven choice of the offshore sailor. Hull #600 soon to be completed. Unbelievably well equipped at an exceptionally low price. Sailboat **\$96,000** fob Alameda.

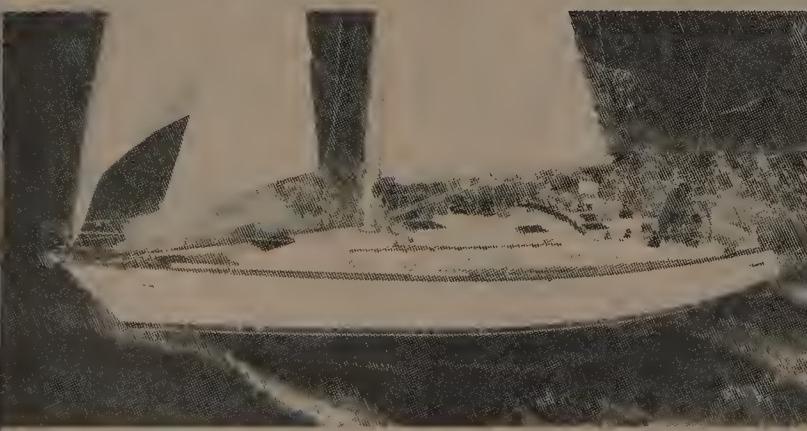


TAYANA 42 We have two (one center, one aft cockpit), both loaded and ready to go cruising. This Robert Morris design is one of the most popular bluewater cruising boats of its size. Rigged to be easy enough for a couple to liveaboard and sail. One boat is currently lying in the cruising paradise of the Pacific Northwest.

From **\$135,000** sistership

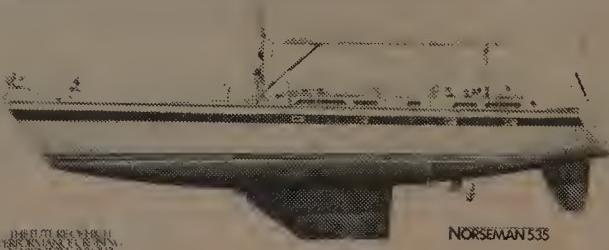


TAYANA 47 New aft cabin cutter. The "next generation" Robert Perry design. Displ 35,000 lbs, 14'6" beam, 6'0" draft, 1,048 sq ft sail area. We sold the first 47 right off the drawing board. Come and see what makes this boat so special. **\$185,000** fob Alameda.



TAYANA 52 Cutter. Robert Perry said, "The Toyona 52 has the sweetest sheer I have ever drawn." Few yachts exhibit such stunning symmetry. Aft cabin, **\$214,000**. Aft cockpit, **\$207,000**.

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ERICSON 30 Comfortable family performance cruiser, well cored for, spinnaker equipped. At our docks. **\$27,950.**



SANTANA 35 Super Boy boat with active one-design racing class; spacious below, fast on deck. Complete inventory and ready to go. Asking **\$55,000**. All female crew included.

SAILBOAT LISTINGS

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23'	RANGER		5,500
27'	U.S.		17,500
30'	ISLANDER		22,500
31'	MARINER ketch, dsl		36,000
31'	PEARSON sloop '78		37,500
31'	RUSTLER full keel		39,995
31'	SEAFARER		17,500
34'	WYLIE		44,000
35'	SANTANA	from	45,000
36'	PEARSON 365 '77		65,000
36'	CASCADE cruise ready		59,000
36'	ISLANDER loaded '79		57,500
37'	TAYANA MkII ketch		110,000
37'	PEARSON furling jib		63,500
39'	ERICSON aft cabin B mdl		85,000
40'	VALIANT PH, Mex mooring		139,900
40'	NORSEMAN Loaded		199,000
41'	MORGAN OI '79		71,500
43'	COLUMBIA		75,000
44'	NORSEMAN 447 aft ckpt		SOLD
44'	HUDSON ketch '78		89,000



NEW! CAL 2-27 1978. I know you won't believe it, but this boat has been stored in a warehouse since 1978. Full electronics, North sails. **\$24,000.**

45' DUFOUR MS **150,000**
53' NORSEMAN 535 cutter **637,000**
55' TAYANA cutter **350,000**

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highlighted listings are at our docks



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TAYANA 55 Cutter. Center cockpit. Displ 48,400 lbs, 16'1" beam, draft 7'2", 17,600 lbs ballast, 1,635 sq ft sail area. Pieter Beeldsnijder design. Speed with extraordinary ease in handling, even by two people. A tall rig cutter with great sail carrying capacity which will allow the yacht to reach her inherent high speeds on all points of sail. **\$256,000** fob Alameda.

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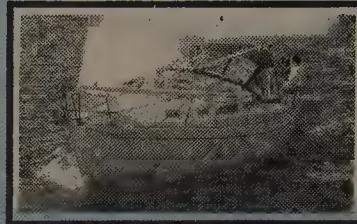
The summer sailing season is nearer than you think. Orders for quality yachts are filling fast. We have very few remaining in stock, and orders for some models are filled through July. So please, don't delay — the time to order a quality yacht for this summer is *now!!*



FREEDOM 30



ISLAND PACKET 31



FREEDOM 28



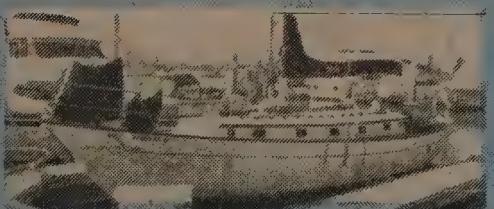
ISLAND PACKET
38

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We're Making Great Deals On All In-Stock Boats —
Call Now For Details!



GURNEY 33 Huissman built aluminum cruiser whose sistership performed well in the SORC. If you want to get there fast and in comfort and style, you must see this beauty. \$54,900.



EXPLORER 45 Great Stan Huntingford designed full keel offshore cruiser. AP, Loran, radar, folding prop and more. Recently reduced to \$100,000.



SANTANA 35 One of the few one-design fleets that is actually growing. Why? Because they are fast but forgiving, fun but challenging, affordable and accomodating. Here's the best buy in the fleet. \$39,950.



HANS CHRISTIAN 38T Custom v-berth workshop, windvane, liferaft and more. This boat shows as new. Owner is anxious and flexible. At our docks. Asking \$99,500.



ERICSON CRUISING 36 Flush deck, full keel cruiser. New on the market and ready to be sailed to new horizons. Call us for complete inventory. Asking \$65,000.



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25' PACIFIC SEACRAFT	17,500
26' CHEOY LEE Frisco Flyer III	13,500
27' H-27	OFFERS / 15,000
27' SUN	17,500
28' O'DAY	25,000
29' ELITE	43,900
29' ERICSON	19,500
30' BABA	61,000
30' COLD-MOLDED MULL	29,950
30' ERICSON	27,500
30' ISLANDER MKII	26,500
30' PEARSON	29,950
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30' WILDERNESS	OFFERS
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32' GULF PILOTHOUSE	57,500
32' FREEDOM 32	79,500
32' WESTSAIL	59,500
33' FREEDOM	69,500
33' GURNEY ALUMINUM	49,000
34' CHINOOK	19,500
34' ISLANDER	29,995
34' PEARSON	64,900
35' BREWER	69,500
35' BRISTOL	59,500
35' CHEOY LEE 35	59,500
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31' RAMPAGE — DEMO	129,500
31' WELLCRAFT	66,900
33' CRUISERS, INC. 3370	79,950
36' STEPHENS TRI	49,500
38' LAGUNA FB EXP	89,500
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42' CRUISERS, INC.	217,000
46' CHRIS CRAFT	89,900
48' OFFSHORE	OFFERS
58' HATTERAS YACHT FISH	269,500



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INGRID 38 Extremely popular heavy displacement offshore cruiser. She has a very extensive cruising inventory so call for complete details. Asking \$75,000.



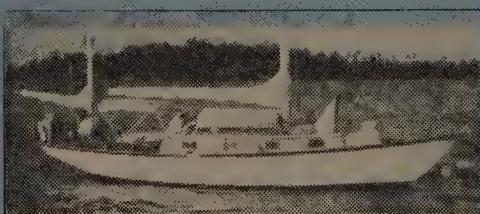
As always, the boat show generated a number of qualified used boat buyers. Should you be considering selling your boat, now is the time to fill our empty slips.



SUN 27 Looking for the perfect family Bay sailor? Well, this is a must see on your search. Great Bob Perry design, roomy and a great sailor. Asking \$17,500.



ELITE 29 Sleek European styling with open, airy interior + two enclosed staterooms. Combine this with graceful sailing characteristics and you have a yacht which is the pride of the dock. Asking \$43,900.



CHEOY LEE OFFSHORE Popular tri-cabin layout. Equipped with good cruising inventory. Recent wood work, shows great. Excellent sailing characteristics. \$59,500.

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CATALINA 42

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\$108,000



CATALINA 36

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Real Comfort —

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CATALINA

22 • 25 • 27 • 30 • 34 • 38 • 42

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CATS

CAPRI
13 • 14.2 • 22

MORGAN
41 • 44

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SAIL

(3)	CATALINA 22	FROM 3.790
'73	SANTANA 22	6.500
'84	O'DAY	7.945
(2)	RANGER 23	FROM 7.495
'67	O'DAY 23	4.495
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6'5" HERRESHOFF Bounty	\$225,000	39' FAIRWEATHER Mariner	'81	135,000	35' COOPER	'81	59,000	32' BUCCANEER	'83	24,000	30' CAL 9.2 R	'83	39,500		
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4'6" DOLPHIN	69,000	39' PEARSON	'82	72	35' CORONADO	(2) frm	35,000	32' ERICSON	'82	30,995	30' COLUMBIA	'72	25,000		
4'6" ROSBOROUGH Schooner	80,000	38' C&C	'80	76,000	35' ELDREDGE	'80	35,000	32' FUJI	'76	45,000	30' DUFOUR	'70	25,000		
4'5" DUFOUR	78	150,000	38' CATALINA	'83	59,000	35' ERICSON	'80	32' GULF	'80	44,000	30' DUTCHMILL Sloop	'60	14,000		
4'5" LANCER POWERSAILER	'83	140,000	38' DOWNEASTER	'76	67,000	35' ERICSON	'85	32' ISLANDER	'77	39,500	30' ERICSON	(3) frm	16,500		
4'5" PORPOISE Ketch	'70	85,000	38' MORGAN	(3)	61,000	35' ERICSON	'85	32' MORGAN	'69	30,500	30' ISLANDER	(3)	25,000		
4'4" CHEOY LEE	'77	119,000	38' PEARSON 385	'84	119,900	35' ERICSON	'77	32' VALIANT	(2)	60,000	30' O'DAY	'79	34,900		
4'3" CHEOY LEE	'83	156,000	37' CLASSIC WM. KINGS	'84	60,000	35' ERICSON	'79	32' GULF	'80	44,000	30' PACIFIC	'71	11,500		
4'2" BREWLER	'87	149,500	37' TARTAN	'85	72,500	35' ERICSON	'85	32' ISLANDER	'77	62	30' RAWSON	'75	18,000		
4'2" CHALLENGER	'81	119,000	37' TARTAN	'80	74,000	35' ERICSON	'85	32' ISLANDER	'77	39,500	30' TARTAN	'75	32,000		
4'1" FORMOSA	'75	69,000	37' TAYANA	(3)	72,000	34' HUNTER	(2) frm	32' MORGAN	'69	24,950	29' BRISTOL 29'9	(2)	16,000		
4'1" NEWPORT	(2)	59,000	37' TAYANA PH	'85	107,000	34' HUNTER	(2) frm	32' VALIANT	(2)	60,000	29' ERICSON	(3)	18,500		
4'1" RHODES BOUNTY	'59	46,000	36' CS YACHTS	'81	74,500	34' HUNTER	(2) frm	32' C&C	'74	29' RANGER	'71	19,500	28' ALBIN MARINE	'81	25,000
4'1" SEA WOLF	'73	72,500	36' CATALINA	(2)	60,000	34' HUNTER	(2) frm	31' C&C	'74	36,000	28' ALBIN MARINE	'81	25,000		
4'0" CHALLENGER	'73	74,500	36' CATALINA	(2)	55,000	34' HUNTER	(2) frm	31' C&C	'74	18,000	28' COLUMBIA	'69	14,500		
4'0" CHALLENGER Ketch	'74	85,000	36' CHEOY LEE	'73	48,95	34' HUNTER	(2) frm	31' C&C	'74	36,000	28' ISLANDER	(4)	25,500		
4'0" CHEOY LEE	'67	64,500	36' FORMOSA	'80	65,000	34' HUNTER	(2) frm	31' C&C	'74	36,000	28' LUDETKE	'48	Inquire		
4'0" PEARSON	'80	93,500	36' HANS CHRISTIAN	'75	42,000	34' HUNTER	(2) frm	31' C&C	'74	36,000	28' SAN JUAN	(2)	19,750		
4'0" SANTA CRUZ	'84	110,000	36' PEARSON Sloop	'73	52,000	34' HUNTER	(2) frm	31' C&C	'74	36,000	27' C&C	'81	21,000		
39' LANDFALL	'79	75,000	36' S-2	'80	53,500	33' PEARSON	'75	33' RANGER	'78	65,000	30' AMAZON	'85	21,000		
						33' PEARSON	'75	33' SEA EAGLE	'80	47,000	30' BABA 30	'85	21,000		
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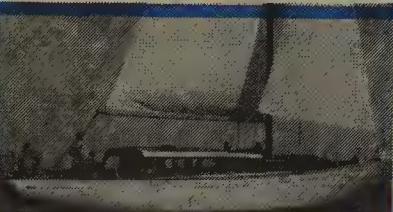
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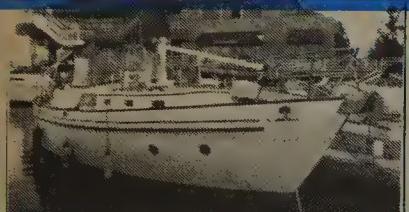
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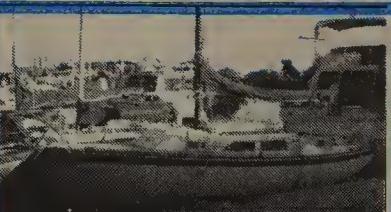
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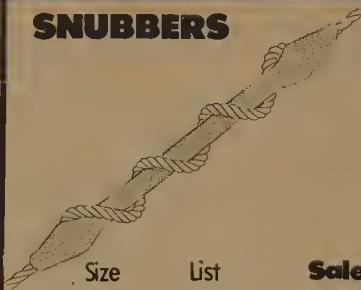
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38' MORGAN, 1983	79,000
37' ISLANDER PH, '70	47,000
37' TARTAN	79,000
37' TAYANA, 1981	79,500
36' CS, 1981	74,500
36' FREEPORT, 1981	72,000
36' HUNTER, 1981	58,000
36' ISLANDER (4) FRM 39,000	
36' J, 1981	66,000
35' SANTANA, 1980	47,000
34' HUNTER, 1963	49,950
32' PEARSON, 1965	32,500
32' TRAVELLER, 1975	44,000
32' WESTSAIL, 1979	45,000
31' DUFOUR, 1982	48,500
30' SPITSGATTER, '48	35,000
30' BABA, 1984	86,000
30' CATALINA, 1977	27,500

POWER	
57' CHRIS CRAFT, 1969	215,000
53' MATHEWS, 1965	149,500
50' CHRIS CRAFT, 1960	115,000
50' STEPHENS, 1960	110,000
47' GRANDY, 1912	79,000
47' MONK, 1962	79,950
44' TROJAN, 1978	179,000
43' PRESIDENT, 1983	160,000
42' GRAND BANKS, 1968	79,500
42' UNIFLITE, 1973	129,500
40' CHB, 1988	175,000
40' MARINE TRADER, 1978	125,000
38' BAYLINER, 1984	109,500
37' HERSHINE, 1979	69,750
36' CHRIS CRAFT, 1960	24,500
36' GRAND BANKS, 1974	97,500
36' MODERN SEDAN TRL	77,000
35' PT, 1985	115,000
35' VIKING, 1979	105,000
34' CALIFORNIAN, 1977	69,000
34' TOLLYCRAFT, 1979	69,000
34' WELLCRAFT, 1985	99,500
32' BAYLINER 3270, 1986	75,000
31' BERTRAM, 1970	49,000
30' SCOUT, 1979	44,750
30' TOLLY, 1975	35,000
28' CARVER, 1985	49,500

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eyes	35.00	\$25.20
stud (1/2 thread)	37.70	\$27.14
5/16" forks	65.50	\$47.16
eyes	49.50	\$35.64
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5/32	3/8	40'	50'	116.00	58.00	52.00
3/16	7/16	50'	50'	148.00	74.00	70.00
7/32	7/16	60'	60'	196.00	98.00	90.00
7/32	1/2	65'	65'	229.00	112.00	98.00
1/4	1/2	70'	70'	250.00	125.00	117.00
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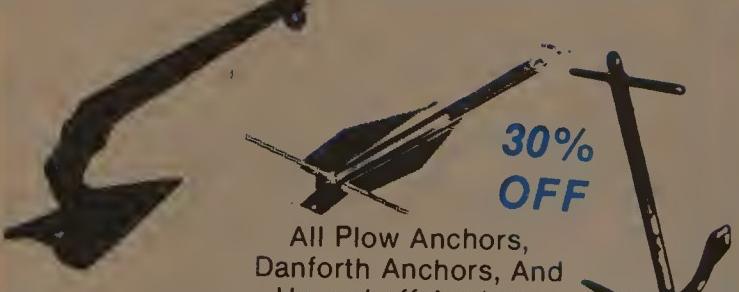
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36' ISLANDER, '79, Oakland	57,500
* 36' PEARSON 365, '80, Pt. Richmond	59,500
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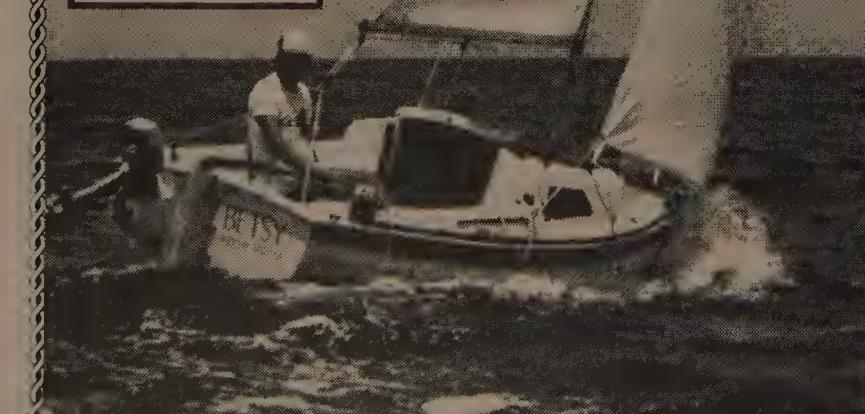
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Hull #272, race equipped with Calkins trailer. Four North sails in near-new condition: dacron main & jib, spinnaker & 155% mylar genoa. Rudder & keel faired. Asking \$9,950

CALENDAR

Nonrace

February 3 — "Sailing Adventures of Jay Swett", a free slide-illustrated narration by Jay Swett featuring a Mexican cruise and a passage from New Zealand to San Francisco, via Polynesia and Hawaii. Stockdale Marine Theater (Sacramento), 7:30 p.m.. Stockdale Marine, (916) 332-0775.

February 4 — Cal 2-27 Trophy Awards Dinner. The "main event" of the year for this active SF Bay fleet. Last year over 75 trophies and special awards (e.g., Limp Dipstick Award? Rubber Ducky Award?) were given out for notable cruising and racing accomplishments. Richmond YC; cocktail hour begins at 5 p.m. Lina Nesbit, 389-1708.

February 4 — Bay Area Multihull Association (BAMA) Annual Dinner Meeting. Members, guests and prospective members are invited to attend. Shenanigans Restaurant in Jack London Village, Oakland. 6:30 p.m. RSVP, Lynne Therriault, 232-2725, or Lee Boatwright, 453-9064.

February 8 — "Modern Survival Techniques", a seminar about surviving heavy weather in modern yacht designs. Learn about passive storm tactics (e.g., heaving-to, riding to a sea anchor, lying a-hull) and active storm tactics, such as high and low speed "scudding". Presented by Charles Thrasher of Horizon Yacht Consultants and Monterey Peninsula YC. MPYC, 6 p.m., free. Call Horizons, (415) 521-4370, or MPYC, (408) 372-9686.

February 10 — "A Maritime History of Vallejo's Mare Island". An illustrated lecture sponsored by the National Park Service on Mare Island's key role in San Francisco Bay's maritime dominance of west coast shipping activities, both commercial and naval. Sue



The 360-ton Dutch *Eendracht* ("unity") discovered, rounded and named Cape Horn 373 years ago.

Lemmon, author of *Sidewheelers to Nuclear Power*, will unfold Mare Island's fascinating 135-year-old history beginning at 8 p.m. at the J. Porter Shaw Library (Building E, Fort Mason Center, San Francisco). \$3 donation. David Hull, 556-9870.

February 12, 1616 — Cape Horn is discovered, and rounded for the first time, by the Dutch explorers Isaac le Maire and Willem Schouten. Under complete secrecy, their two-boat voyage left the port of Hoorn, Holland (which they subsequently named the Horn after), in the summer of 1615. Their mission: to find an alternative sea route to the Pacific besides the Magellan Strait, which the greedy and all-powerful Dutch East India Company had restricted to all but their company ships. They pounded their way around the Horn, only to have their one remaining vessel, the *Eendracht*, and its cargo impounded in the East Indies by the Dutch East India Company, who refused to believe a new passage had been discovered. Two years — and several voyages — later, their stuff

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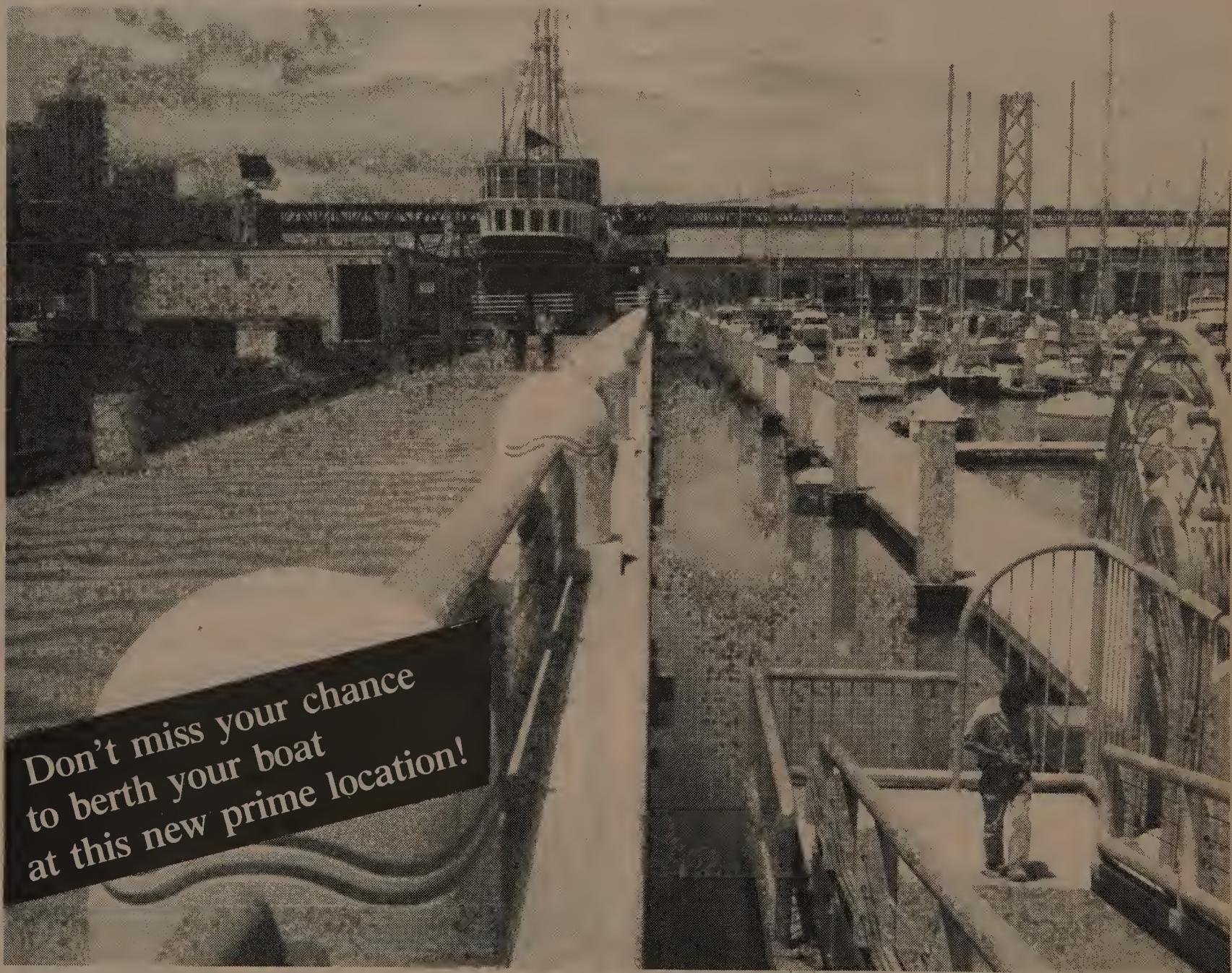
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CALENDAR

was returned with interest, and Maire and Schouten were officially credited with the discovery.

February 14 — Valentine's Day. What better excuse to take your sweetie out on the Bay for a late afternoon sail?

February 16 — "Man Overboard: Prevention, Survival and Recovery". Seminar with slides by West Marine Product's Chuck Hawley. Corinthian YC, 7:30 p.m., \$2 charge at the door (proceeds to the Corinthian Sailing Foundation). CYC, 435-4771.

February 18 — MYCO's Back to Catalina Party. Buffet dinner, music and comedy by Huck Finn. Race applications available (limited to first 150 this year). \$12.50/ person. MYCO, 7 p.m., RSVP MYCO, 536-7450 or Margaret Fago, 522-4388.

February 21 — "Adventure Sailing", a new multi-image show narrated by John Neal and Barbara Marrett. This presentation, held in San Diego, is the first of seven West Coast shows about their South Seas adventures aboard the *Mahina Tiare*. See Sightings. Sponsored by West Marine Products; call Roger Bowman, (408) 728-2700.

February 25-26 — North U. Smart Course. Get smart at this two-day racing seminar, one of 32 put on around the country by North Sails. Not exactly free, but worth it if you want to stock your trophy case. Call the local loft or 1-800-523-SAIL for details.

March 3 — "Sailing Canvasback to Polynesia, a free slide-illustrated narration of a passage on this 72-foot catamaran. Stockdale Marine Theater (Sacramento). Stockdale Marine, (916) 332-0775.

March 15-19 — USYRU Spring Meeting. Palmer House, Chicago.

March 18 — Tired of sailing slow boats? The SF Bay 505 fleet will be giving out "demo thrill rides" to anyone interested beginning at 1 p.m. at Richmond YC. Free; BYOW (wetsuit); keg provided. Jim Wondo, 236-2763.

March 25 — "Starting in Large Fleets", a seminar hosted by the Cal 20 Association and led by Kame Richards. Starts at 10 a.m. at the Encinal YC; after lunch, practice starts in the Estuary on Cal 20s and Santana 22s. Steve Wonner, 521-3364.

Racing

February 4 — Mini America's Cup Regatta. Third annual match race series sponsored by Cal YC of Marina del Rey. Sixteen Capri 14.2 two-man dinghies will sail this fast-paced one day regatta. Among the competitors are Peter Isler, his wife J.J. Isler, and defending champion (and current Snipe North American champion) Craig Leweck. Dennis Conner couldn't make it.

February 18 — Puerto Vallarta Race. Tenth anniversary of this biennial 1,125 miler from Marina del Rey to PV. Entries are low, but enthusiasm is high. See *The Racing Sheet*. Del Rey YC, (213) 823-4664.

February 23 - March 8 — The SORC, rumored to be on the come-back. St. Petersburg YC, (813) 822-3873.

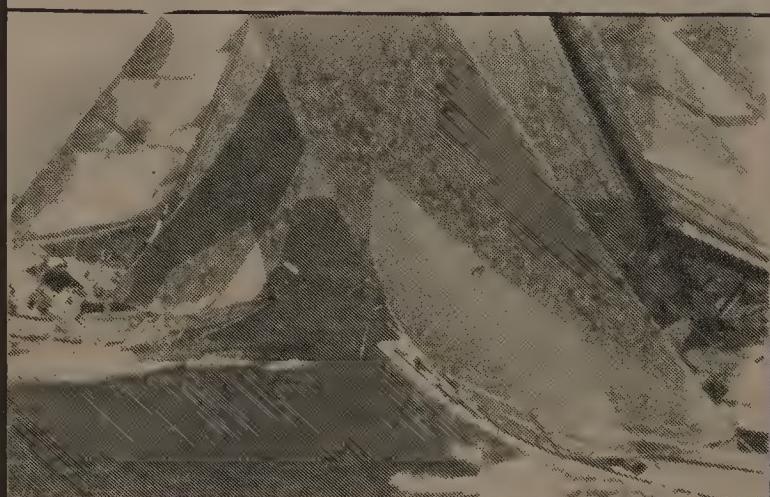
February 25-26 — YRA Protest Seminar, an opportunity for protest committee members to buff up their skills. Slight fee. Encinal YC. YRA, 771-9500.

March 4-11 — MEXORC. First it was on, then it was off, now it's back on. See *The Racing Sheet*. "Juan" Gladstone, (619) 224-2424.

March 4 — Catalina 34 One Design race, and dinner cruise to Coyote Point YC. Skipper's meeting at 1000; race at 1200; dinner at 1730. For info and/or reservations, call Dick Barck, 941-1102.

March 8-12 — USYRU One Ton North American Championship in Miami. The format's changed again: this time to seven buoy races, no throwouts. About a dozen 30.55 raters are expected for the NA's, which will be held in conjunction with the annual 50-footer regatta.

TRUTH: IMS is the most equitable racing format available because it utilizes many rating variables including wind strength and direction as well as the boat's own characteristics.



DARE: Enter Richmond Yacht Club's "Big Daddy Regatta," scheduled March 11 and 12 this season. It's an all IMS format and the kick-off event for IMS in the Bay Area. Don't miss the fun, check it out yourself!

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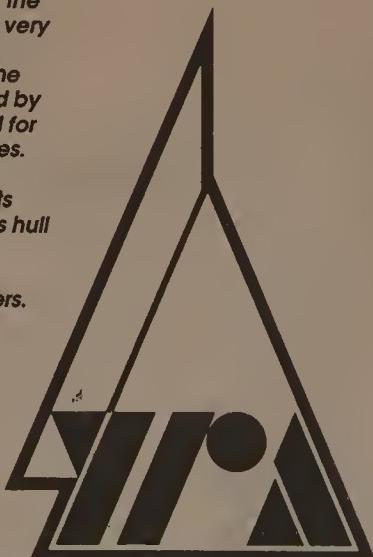
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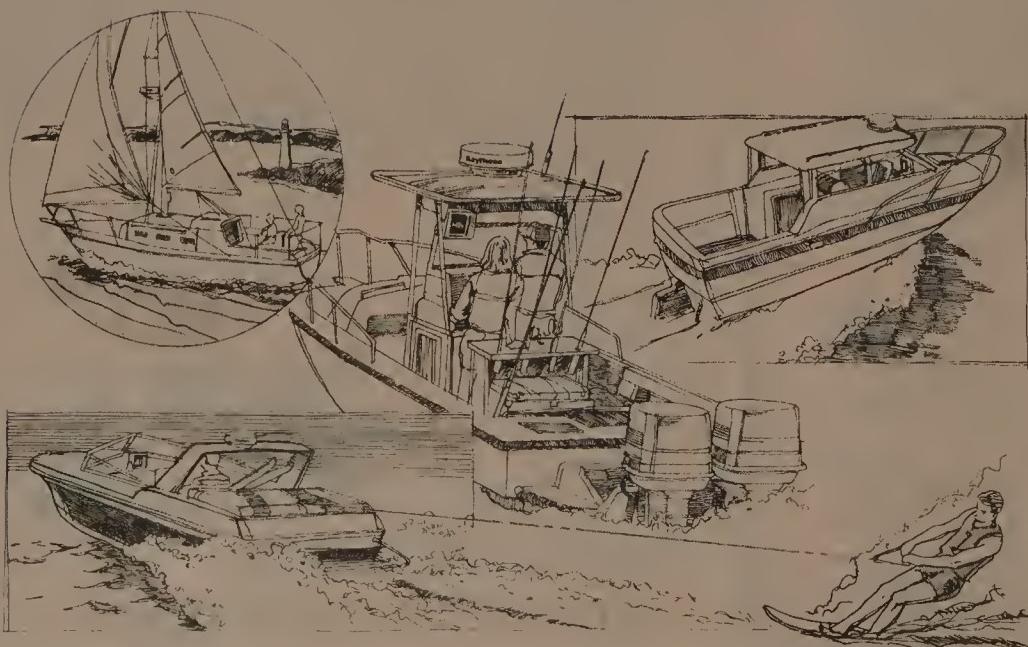
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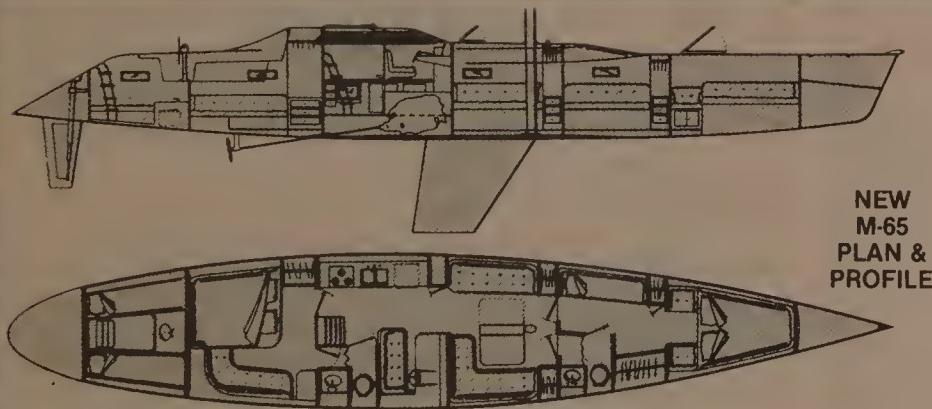


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J24. 1978.

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Sea Ray 30' weekender with flying bridge. 1979

This boat has lots of options and a hard-to-get Monterey slip. \$48,950

Roughwater 29'. 1980

Great fiberglass Delta boat. Actually possible to trailer (8' beam). Diesel. \$16,000.

Aqua Sport 17'. 1979

With 100 hp engine that needs some work. A mechanics opportunity. \$4,000.

SAIL continued

Chrysler 26' and trailer.	1979	\$6,950
MacGregor 24' and trailer.	1972	\$3,950
Aquarius 23' and trailer.	1974	\$3,950
Clipper 23' and trailer.	1977	\$2,900
Catalina 22' and trailer.	1974	\$3,900
Rhodes 22' and trailer.	1979	\$6,500
Tornado and trailer.	1980	\$1,600
Wilderness 21' and trailer.	1978	\$4,900
Freedom 21.	1984	\$10,000
O'Day Mariner and trailer.	1963	\$1,000
Flying Dutchman and trailer.	1968	\$1,000
(2) 550's and trailers.		\$1,500
Contender and trailer.	1976	\$2,000

CALENDAR

March 11 — Newport Harbor YC Cabo Race. An all-IOR race that traditionally is the TransPac tune-up. (714) 673-7730.

March 11-12 — The Big Daddy Regatta, which Richmond YC is billing as "the first major regatta of the year for normal people". For IMS, IOR, MORC or PHRF boats under 154. RYC, 237-2821.

March 26-31 — Sea of Cortez Sail Week, aka Baja Haha. Let the good times roll!

March 22-26 — The Ziploc Ultimate Yacht Race. Bucks and yucks off Pier 39 as an expected six Ultimate 30s duke it out in the first of four Ultimate series in '89. See *The Racing Sheet*.

Midwinter Series

BERKELEY/METROPOLITAN YC — 2/11-12. Kirt Brooks, 284-1778.

BERKELEY YC — "Chowder Races". 2/25. Bobbi Tosse, 939-9885.

CORINTHIAN YC — 2/18-19. CYC, 435-4771.

ENCINAL YC — "Jack Frost Series". 2/18, 3/18, 4/15. Shirley Temming, 521-0966.

GOLDEN GATE YC — "Manny V. Fagundes Midwinter Regatta". 2/5, 3/4. Tom Martin, 826-6516.

LAKE MERRITT SAILING CLUB — 2/5, 3/5. LMSC, 834-6293.

RICHMOND YC — Small Boat Midwinters. 2/26. Kers Clausen, 444-4144.

SANTA CRUZ YC — 2/18, 3/18. Rob Franks, (408) 425-0361.

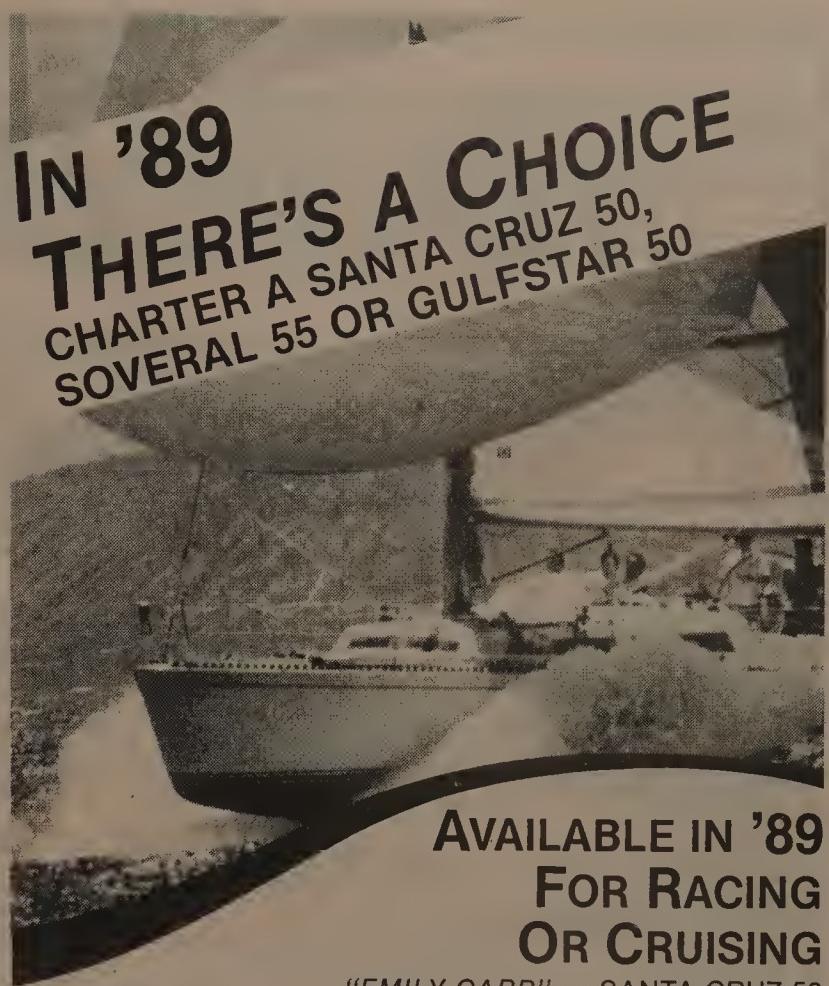
SAUSALITO CRUISING CLUB — 2/4, 3/4. Bob Wooll, 331-5770.

SAUSALITO YC — 2/18-19. Don Chandler, 331-4017.

Please send your calendar dates by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

February Weekend Tides

date/day	slack	max	slack	max
2/4/Sat	0021	0227/2.0E	0528	0823/2.8F
	1110	1437/5.3E	1835	2140/4.0F
2/5/Sun	0100	0312/2.4E	0615	0912/3.1F
	1200	1524/5.5E	1916	2218/4.3F
2/11/Sat		0143/3.0F	0447	0756/4.2E
	1153	1447/2.9F	1803	2020/2.3E
	2337			
2/12/Sun		0238/2.5F	0537	0853/4.1E
	1306	1606/2.8F	1924	2129/1.6E
2/18/Sat	0017	0301/2.1E	0550	0844/2.8F
	1127	1450/4.6E	1841	2147/3.7F
2/19/Sun	0051	0328/2.4E	0632	0925/2.9F
	1211	1524/4.5E	1916	2218/3.6F
2/25/Sat		0042/2.3F	0341	0649/3.3E
	1036	1326/2.2F	1642	1912/2.1E
	2210			
2/26/Sun		0121/1.9F	0413	0738/3.3E
	1134	1425/2.0F	1749	2004/1.6E
	2248			



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"Bare Boat" Racing Schedule

1989 MAJOR LONG DISTANCE RACES

Date:	Race:	Miles:	Fee:
Feb 18	Puerta Vallarta & MEXORC Combo	1,100	\$15,000
Mar	Newport to Cabo San Lucas	900	\$10,000
June 8	LBYC RACE WEEK (SC 50 Class Racing)	Local	\$ 4,000
July	TRANS PAC	2,000	\$20,000
July	Oakland to Catalina (Great Fun!)	400	\$ 5,500
Sept	St. Francis Big Boat Series (SC 50 Class Racing)	—	\$ 5,500
Nov	Long Beach to Cabo San Lucas	950	\$10,000

1989 LOCAL RACING EVENTS

Feb-Apr	Whitney Series - 5 medium length events	20-60	\$ 4,500
Apr	Newport to Ensenada (Beer Run)	160	\$ 5,500
Apr	Ano Nuevo	78	\$ 2,500
Apr	Marina del Rey to Newport	75	\$ 1,300
Apr	Ventura to Newport	120	\$ 1,650
May	Long Beach to San Diego "Moonlight Race"	100	\$ 1,650
May	Long Beach to Dana Point	40	\$ 1,300
May	Sta Barbara around the Isles to Ventura "Hardway"	110	\$ 1,650
June	Channel Islands to Marina del Rey	75	\$ 1,300
June	Channel Islands to Santa Barbara Island	100	\$ 1,650
July	Marina del Rey to San Diego	120	\$ 2,500
Aug	Santa Barbara to King Harbor	120	\$ 2,500
Aug	Newport to Coronado	90	\$ 2,500
Sept	Windjammer	64	\$ 2,500
Sept	Dana Point to San Diego	75	\$ 1,300
Sept	Long Beach to Dana Point	40	\$ 1,300
Oct	San Diego to Ensenada (More Hussongs!)	75	\$ 2,500

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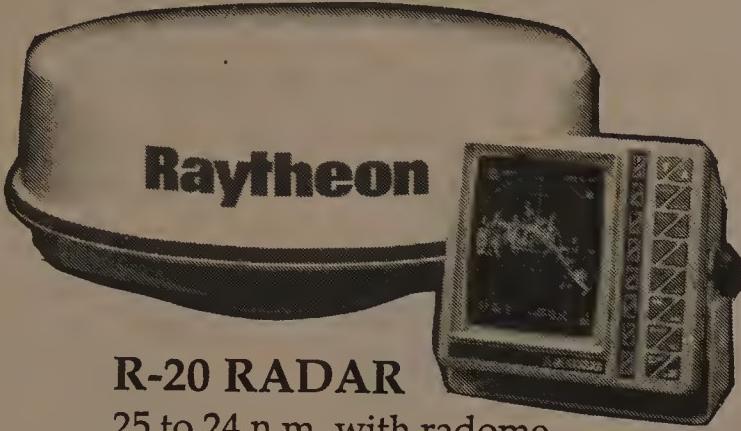
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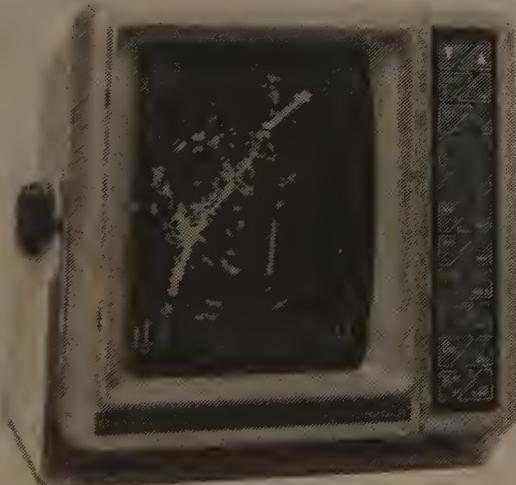
25 to 24 n.m. with radome

- Continuous ultra-bright display presented on a 7-Inch green screen
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Sale Price on R20 \$2395 — List Price \$3095

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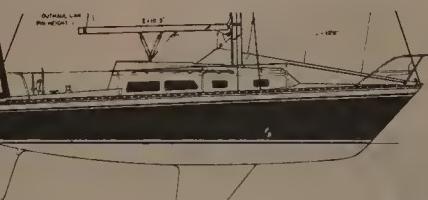
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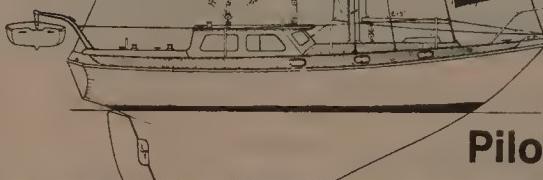
newport 30 III

Sail Away
\$45,300

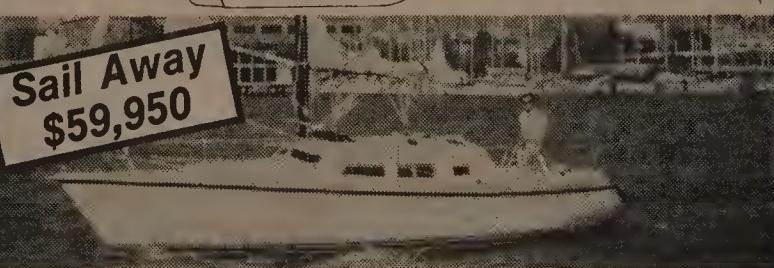


Gulf-32

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N-33 Pilothouse

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27'	EXPRESS/trlr, '82	27,000	36'	C.L. LUETERS Slp	49,500
28'	DUFOUR '84	44,000	36'	ISLANDER '76	45,000
28'	NEWPORT	16,000	36'	PEARSON '73	54,000
28'	PEARSON '85	45,000	36'	S-2 (11 Meter) Slp '80	63,000
29'	J/29 '83	26,000	36'	UNION POLARIS '81	79,000
30'	BABA Cutter '85	81,000	37'	ISLANDER PH	47,000
30'	ERICSON '82	42,000	38'	ALAJUELA '77	79,000
30'	ERICSON '82	42,000	38'	ERICSON '82	66,000
30'	NEWPORT II '79	35,000	39'	FREYA '78	79,000
30'	PEARSON '73	23,900	39'	LANDFALL Ctr PH '79	75,000
30'	PEARSON 303	44,000	41'	FORMOSA Kch	79,000
31'	DUFOUR (2) from	29,900	41'	NEWPORT (3) from	59,000
32'	DOWNEAST Ctr '76	54,000	43'	GARDEN ketch, '78	135,000
32'	GULF PH '84	56,000	45'	LANCER PH, M/S '83	125,000
32'	ERICSON '85	59,900	45'	PORPOISE Kch '70	80,000
32'	PEARSON 323 '78	48,000	46'	MORGAN O/I Kch '79	145,000
33'	HUNTER '85	51,000	47'	BLUEWATER Kch '77	75,000
33'	YAMAHA '78	29,000	48'	STEEL M/S '81	225,000
34'	PEARSON '84	55,900			

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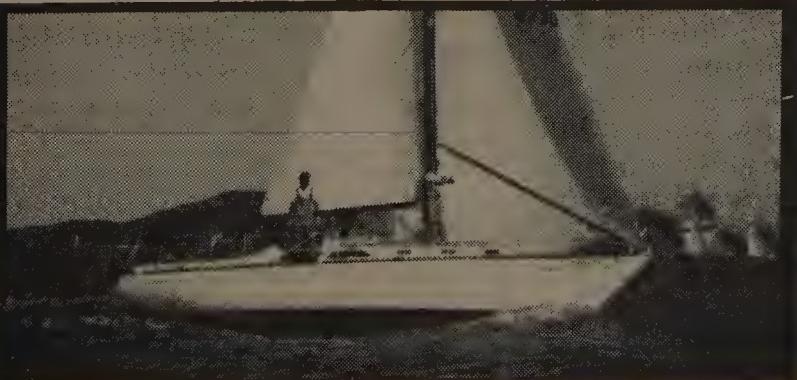
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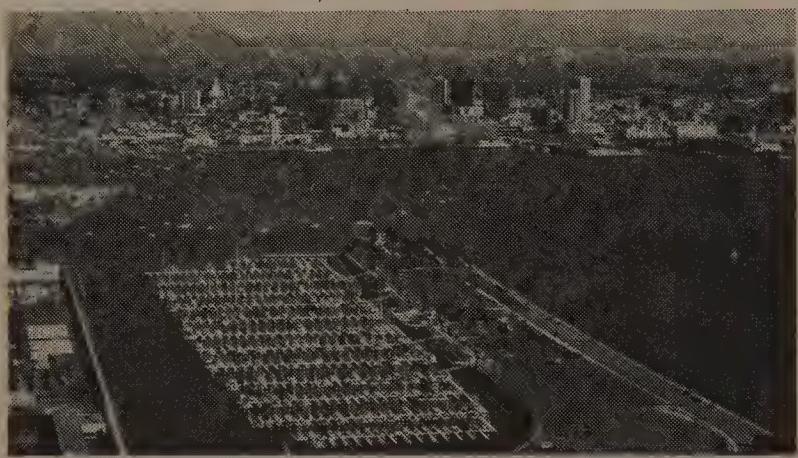
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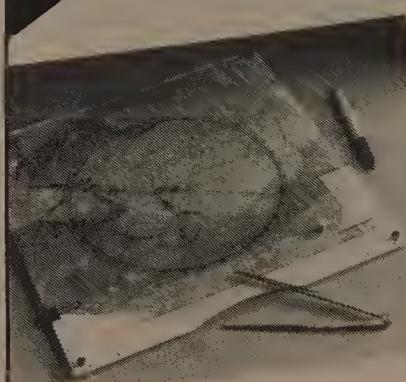
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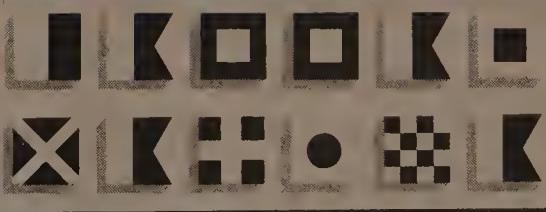
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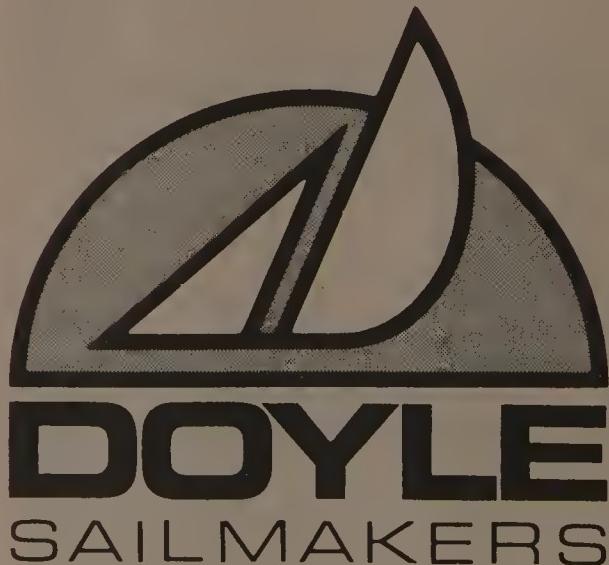
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LETTERS

WIND SPEED RECORDS

I'm prompted to write by the "If She's So Fast" letter about sailing speed records that appeared in the December issue.

There is a very interesting book available which describes not only who is the fastest and who was the fastest, but also the difficulty in deciding how to classify the different categories.

The title of the book is *Faster Faster; the Quest for Sailing Speed*. It's by David Pelley and published by Hearst Marine Books, New York. It was originally published in Great Britain in 1984.

As you noted in your editorial, the world speed record in 1984 was 36 knots held by the multihull *Crossbow II*. On my last visit to Portland I heard some very interesting stories about the 40-knot mark.

I believe that Pelley's book is intended for updating sometime in the near future — if it hasn't happened already.

Winston Sutton
Mt. Eden, California

Winston — If the book hasn't been updated, it needs to be. As reported in the January issue, England's Erik Beale recorded 40.33 knots during speed trials in the South of France. What we didn't note is that a new woman's sailing speed record was also established: 36.66 knots by Brigitte Gimenez of France.

CLOSER TO REALITY

My wife Linda and I plan to depart Humboldt Bay next September to meet up with friends on a boat from Redwood City and buddy-boat to Costa Rica and possibly on to Jamaica. As the departure date draws closer, old questions seem to take on greater significance. In my opinion, *Latitude* is the place to turn for expert advice.

Many years ago I stumbled across a do-it-yourself article on how to alter a large funnel to create a fuel filter action that would quickly remove at least most water and dirt from diesel poured through it. As I recall, most early and experienced Mexico cruisers used one of these "Mexico filters". There was some sort of baffle and specified screen and that's all I remember. Are there any old-timers who can shed some light and details on such a filter?

I really learned to appreciate the value of eliminating water and other contaminants from diesel after re-fueling from a 55-gallon drum at Point Arena a few years ago. After only an hour or so of motoring off that intimidating Northern California coastline, the engine died and we found ourselves helplessly drifting toward the rocks at an alarming rate. We eventually nursed the engine back to life, but in the process created a couple of minute air leaks that plagued us for months to come. The garbage I cleaned out by hand from the fuel tank was beyond belief — and it had all come from one refueling. I know, because I had just cleaned my fuel tank the week before.

We enjoyed *Seafari*'s article on the Channel Islands and would like to have the mailing addresses of the following so we can contact them for permission to go ashore: Vail & Vickers (Santa Rosa Island) and the National Park Service (San Miguel Island).

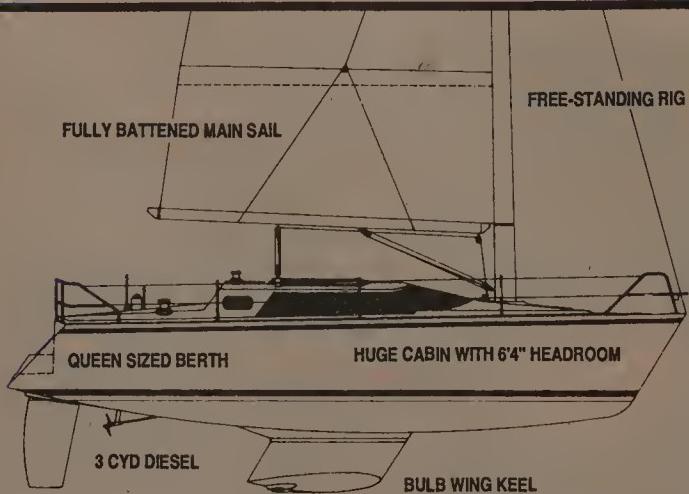
I've always enjoyed *Latitude*, but now that we're preparing to head south, I find myself carefully reading every article for details I would otherwise overlook.

Dan & Linda York
Gold Eagle
Humboldt Bay, CA

Dan & Linda — A "Baja Fuel Filter" is what you're looking for, and they're available at chandleries in Southern California. The folks at Downwind Marine in San Diego sell one that is a 4-inch diameter aluminum cylinder with a spout in the bottom. The

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LETTERS

cylinder has two inserts for screens; one 140 mesh and another 120 mesh. The screens pull out so they can be cleaned. The filter sells for \$49. A larger, 8-inch diameter filter sells for \$89. You can also buy a very fine mesh insert guaranteed to filter out any water for another \$15. All in all, it's cheap insurance.

The only problem with these fuel filters is that sometimes the Mexican providing the fuel doesn't care to wait around while panty-waist gringos take forever getting every last spec of impurity out of the fuel. Then it's "forget the filter or forget the fuel".

The most recent address we have for Vail & Vickers is 123 West Padre, Suite D, Santa Barbara 93105. The address of the Channel Islands National Park is 1901 Spinnaker Drive, Ventura CA 93001.

↑↑THE ONLY ACTIVE 5.5 FLEET

Along the lines of the letter from Kevin Rielly about Solings being an inexpensive way to sail, we at the Stockton Sailing Club has an even much less expensive proposition: come race in our growing fleet of 5.5 Meters! The latest addition to our fleet was purchased for \$2,000.

To the best of my knowledge, we are the only active fleet of Columbia 5.5's in the country. We have a fun-filled racing schedule all year long and there has been some talk of holding Columbia 5.5 Nationals in September. (Why not Worlds?)

As an added kicker, one of the owner/skippers in our fleet is James Warfield, recently mentioned in your magazine as one of yesteryear's ten best sailors. Let me tell you from experience, he's still tough to beat!

On a more serious note, if any of your readers has a Columbia 5.5 Meter, we cordially invite you to come racing with us or contact us if you're interested in selling your mini-dinosaur (but don't they look classy on the water?).

Peggy Feakes
Columbia 5.5 Meter Fleet Captain
Box 365, Isleton, CA 95641

Peggy — You and the other 5.5 Meter owners will be tickled to learn that a 23-year old Columbia Sabre, the trunk cabin version of the 5.5, recently bested a Cal 48, a Swan 55, two trimarans and numerous other boats to win the Costa Rica YC's Gulf of Nicoya Regatta. Although Wavelength doesn't have a motor, a VHF, a



The Columbia Sabre 'Wavelength', world cruiser and race winner.

liferaft or electronics, she's the boat 35-year old Don Cuddy of Ireland has chosen to take cruising. We're certain you'll be able to relate to his comment, "The Sabre was built to go through the water, the accommodations were put in afterwards."

↑↑WHITE CLOUD'S DEMISE

White Cloud's unhappy demise in the South Pacific (Latitude, December) was tragic to say the least, and it emphasizes a point I've been trying to make since 1976. At that time I experienced the same "roll down" phenomenon just 90 miles west of San Francisco. I learned you can be sailing comfortably along on a reach in high winds thinking you are perfectly safe, when all of the sudden your boat will roll up an extra big wave and then fall on her beam ends

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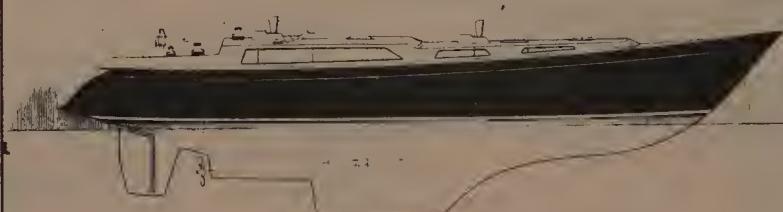
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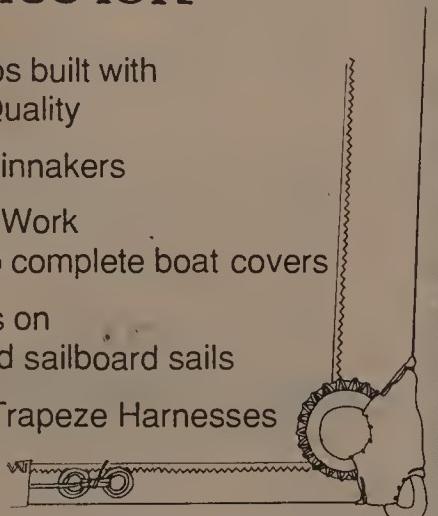
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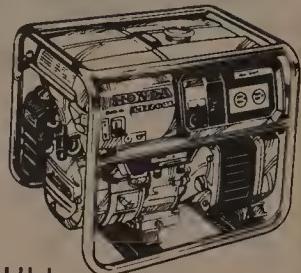
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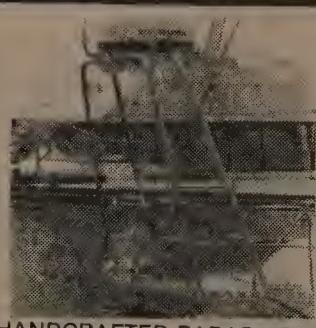
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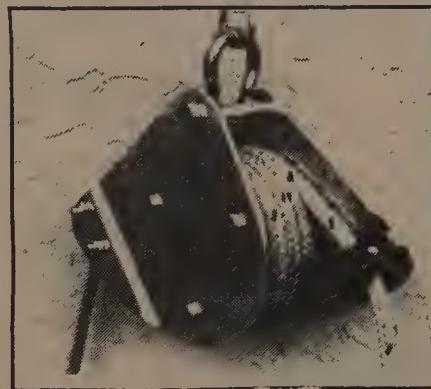
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Jack Scullan, Morgan 38, Alameda

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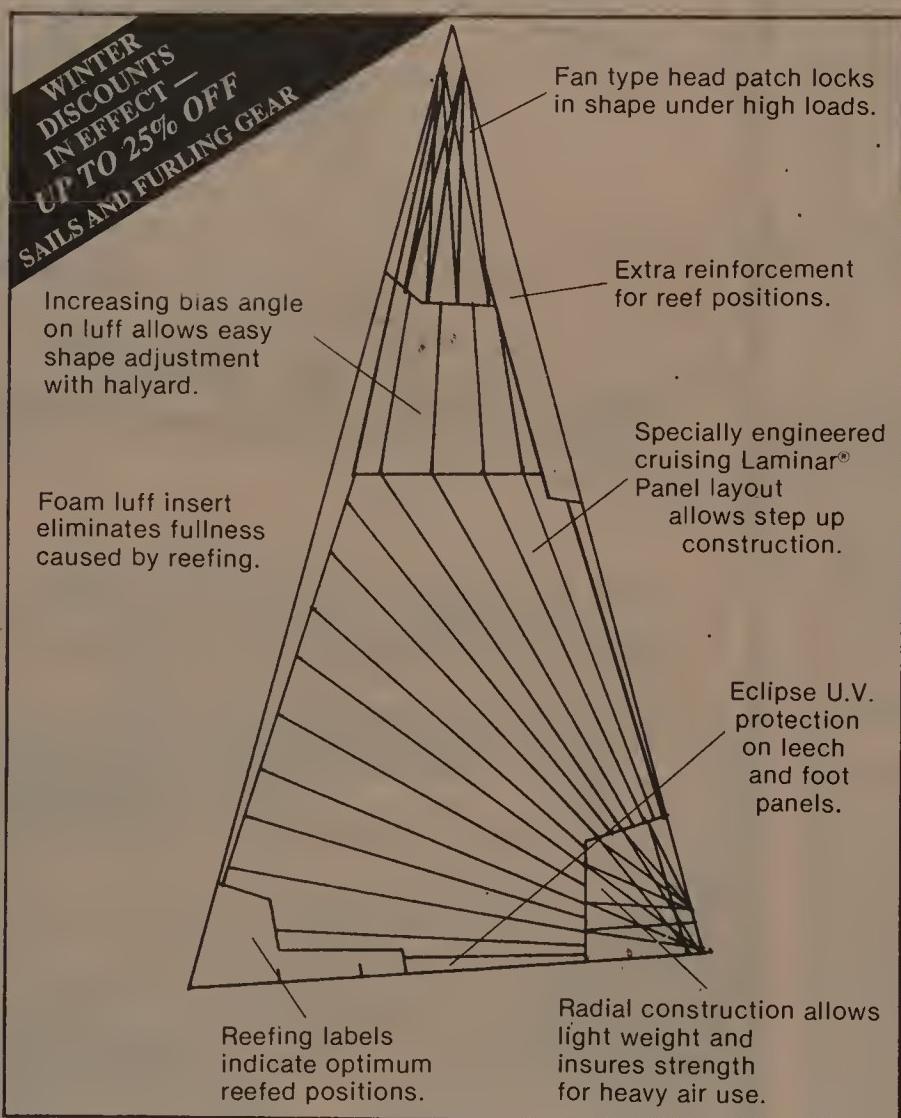
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LETTERS

— just like a surfer getting ahead of his wave. I call it a "roll down", and it is not to be confused with knockdown from too much wind. As I explained in my book *Sail Before Sunset*, a contributing cause is too little wind with too little sail, although the real cause is short period waves.

Normally ocean waves periods are of the order of 12 to 16 seconds, but it is possible to get shorter periods (as in the Potato Patch). If the period gets short enough to match the natural rolling period of the boat — on the order of four or five seconds — then the boat will roll in resonance with the wave and set itself on her beam ends with little difficulty. The type of wave also seems to be the kind that has a breaking crest so as to deluge the unfortunate boat. This is what happened to my *Horizons* and appears to have happened to *White Cloud*.

There are lessons to be learned from these experiences. One is to carry more sail so that the rolling motion is better damped when in the wave trough. Second, don't beam reach in big waves — even though it might seem like a comfortable point of sail. In *Understanding Sea Anchors and Drogues*, I point out the dangers of taking high seas on the beam as in beam reaching, lying ahull or heaving-to.

Van Dorn, in his book *Oceanography and Seamanship*, points out that it is dangerous to take seas beam-on when the height of the waves approaches the beam of the boat. I guess that *White Cloud* had a beam of 14 or 15 feet and seas like that are not uncommon. What is uncommon is the short period of these waves. Although they are rare and fall into the freak wave category, we know they exist and are not predictable.

But take it from someone who has been there; the thrill of reaching in heavy seas is not worth it.

Earl R. Hinz
Honolulu, Hawaii

THE REST OF THE STORY

After reading Randy Repass's letter in the November issue praising Tom Hall and Associates for the service he'd received, I smiled to my wife and said, "That's the same Tom Hall I've talked to on many occasions for information and parts. Nice guy!"

Since then I read Jim Hobson's January letter claiming that "Bucks Up" sailors get preferential treatment from people like Tom Hall. So, here's the rest of the story, the treatment "low bucks sailors" got from Tom Hall:

After purchasing our 1972 Catalina 27 *Susandra* (known to Tom as *Dona-Mia*) in December of 1987, I noted the engine manual had a Tom Hall and Associates stamp on it. Not knowing anything about the little Albin engine, I called Tom Hall and Associates to ask a thousand questions. Tom himself answered the phone as well as all my questions. He only vaguely remembered our boat, but said he knew the Albin engine pretty well. He told me the engine wasn't made any longer, but not to worry because he had all the parts and 'rebuilt' if one was necessary down the road. He said to call anytime about parts or information.

Four times I've called for parts. Each time Tom himself answered the phone, quoted fair prices and had the parts sitting on my desk at work the next day — collect U.P.S. Never failed, not once. That's service!

If Jim Hobson, Randy Repass and I walked into Tom Hall's place, he'd wait on whomever came through the door first. But, I'll bet only Randy and I would wait in line just to say "Thank you, Tom, for the wonderful service you extend to all!"

Now you know the rest of the story.

Richard & Robin Wilcox
Catalina 27, *Susandra*
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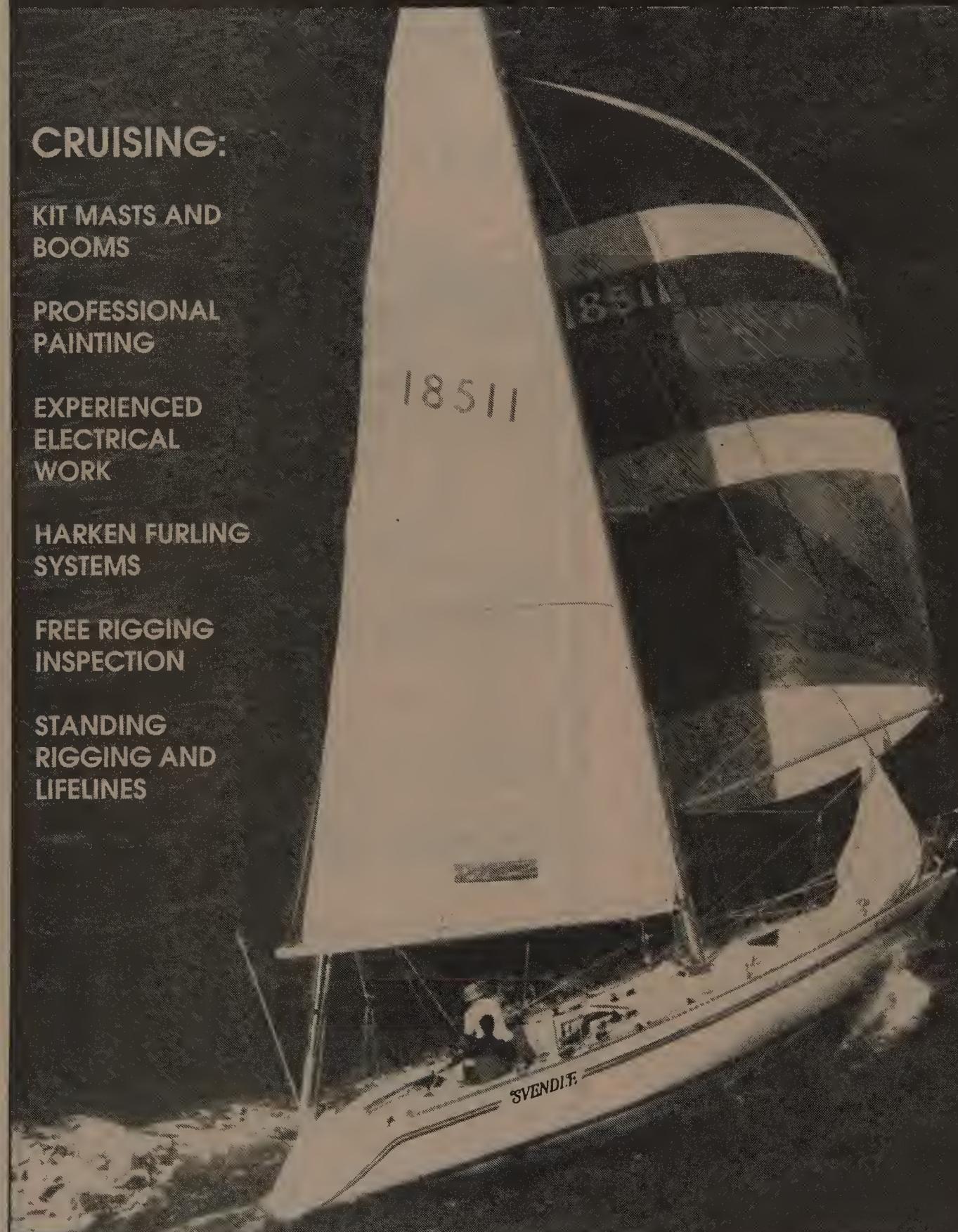
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LETTERS

ATTENTION FASHION EDITOR

Hey, where were you guys when the newest foul weather gear was unveiled at last year's Great Pumpkin Regatta?

The accompanying photograph is of Kathy Marshall modeling



COURTESY DEBS AT SEA

You can't expect to do well without the right equipment.

the latest in foredeck wear, a garment that features the "handy" beer holders that are so essential for those heavy air jibes.

Catch us next time when we unveil the current fashion from the Kremlin.

Debs At Sea, Express 27
Colleen Boretto and Gretchen Anderson

WHERE THEY'RE AT

Bifocal sunglasses — a reader asked about the ones Jay Ramos was wearing in a photograph — can be ordered from L.L. Bean (800-221-4221) for \$19.95. Local opticians may have them also.

Since you asked, prices in Mexico are indeed going up even though the economy is going down. Meals were up about 20%. Camping and RV hook-ups remain unchanged. Our hookup for one night and use of the boat ramp at Bahia de Los Angeles was \$4.

Thanks for the info on the *Cruising Guide to Bahia de Los Angeles* — it was just in time.

P.S. Please stamp out your "try and" usage. "A few try [try what?] to sneak in". Or, "try [try what?] to include a photograph."

Doug Gott
Los Gatos

Doug — We spent a little too much time firing spit-balls in high school English, so we appreciate your efforts to plug the holes in our porous education. But we're so confident of our efforts to try and do better that we're willing to take a pledge of celibacy if we make the same error again.

HEARD BUT NOT SEEN

The following conversation took place at 0700 on November 15, 1988 on the VHF radio between the vessels *Seahawk* and *G'day 88* mid-ocean approximately 480 nautical miles north of Auckland, New Zealand:

G'day 88: "Sailing vessel to the northwest of (garbled) come in,

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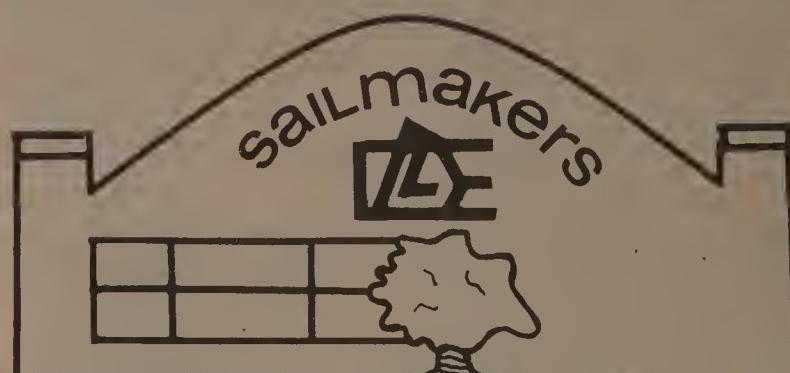
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LETTERS

over."

Seahawk: "Vessel calling, this is *Seahawk*, say again."

G'day 88: Roger *Seahawk*, this is *G'day 88*, is that you to the northwest of me?"

Seahawk: "Standby *G'day 88*, let me check. (A quick check of the horizon is made with no ships in sight.) *G'day 88*, we don't have any vessel in sight. Our position is 29°30S, 174°00E; is that near you?"

G'Day 88: "Nearly the same, mate. What is your size? Over."

Seahawk: "Thirty-seven feet. Are you a sailing vessel? Over."

G'day 88: "Roger."

(We carefully scan the horizon to the southeast, this time with the binoculars. No luck).

Seahawk: "G'day 88, I still don't see you. What size is your vessel? Over."

G'day 88: "Eight. (Garbled)."

Seahawk: "Understand 88 feet? Over."

G'day 88: "Negative, mate. Eight (garbled)."

Seahawk: "Roger, eight meters."

G'day 88: "Negative, mate. Eight feet, as in foot."



COURTESY THE O'NEILLS

Some like it short.

Seahawk: "Oh!" (A quick look at our eight foot sailing dinghy strapped on deck put things into perspective).

We then discussed our range and direction from each other, with *G'day 88* giving the directions. We didn't see his boat until the range was less than a mile. Even then he was hard to keep in sight. A mid-ocean rendezvous for mutual picture-taking and info sharing was completed.

G'day 88's skipper was Ashley Carlton from Australia. We found out that he had previously been rescued off *G'day 88* when he was dismasted at sea. He recovered the boat 3.5 months later and was continuing his (cruise?). He had left New Zealand for Sydney three weeks before and he was expecting to arrive six weeks later. He said he averaged about 30 to 40 miles per day.

You sure meet all kinds of people out there cruising.

Brian & Mary Alice O'Neill
Dana Point, CA

NEVER TRIED IT MYSELF

I may have found a possible solution to some sailors' bottom paint problems. Several old shrimpers down here in Louisiana say that a bottle of Tabasco sauce added to a can of cheap bottom paint works better than anything else.

I've never tried it myself, however.

Jeff Wilson
Mandeville, LA

Jeff — Reese Palley, a sometimes contributor to this magazine, recently had a story published in which he contended that the addition of tetracycline to his bottom paint worked miracles. If Reese and the shrimpers are on the up and up, we figure you could

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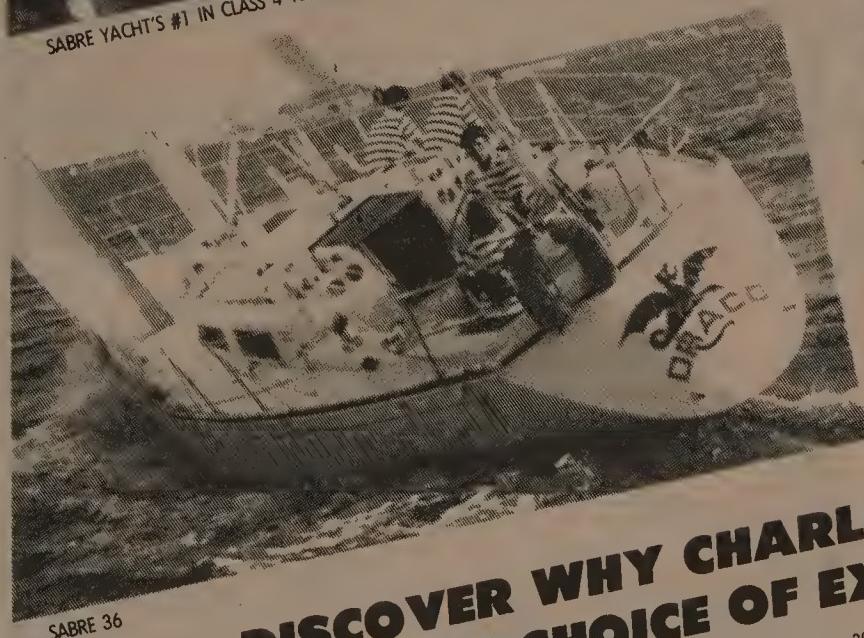
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22' RANGER, '79	7,800	26' C.C., '77	13,500	28' COLUMBIA, '69	12,500	30' ISLANDER MK II, '74	32,900	30' LANCER, '78	26,500	34' SABRE, '86	34' OHLER, '85	35' ISLANDER, '85	34' OHLER, '85	35' ISLANDER, '85	41' TARTAN, '75	87,500	41' TARTAN, '75	65,000	
23' CORONADO, '74	4,500	26' CHEOY LEE, '67	25,000	28' CORONADO, '73	24,500	30' SAN JUAN, '79	47,000	30' TARTAN, '73	34,995	36' LANCER, '85	30,000	36' ISLANDER, '85	36' ISLANDER, '85	36' ISLANDER, '85	45' LANCER, '83	59,750	45' LANCER, '83	59,500	
24' ISLANDER BAHAMA, '69	8,600	26' INT'L FOLKBOAT, '72	13,000	28' ERICSON, '81	28' SAN JUAN, '79	23,000	28' TARTAN, '77	29' BRISTOL, '68	16,000	31' MARINER	31' MARINER	32' MARINER	32' MARINER	32' MARINER	45' PORPOISE, '83	69,000	45' PORPOISE, '83	137,500	
24' NIGHTENGALE, '74	7,900	26' U.S. YACHT, '77	Offers	28' TARTAN, '79	27' CAL 2-27, '75	23,000	29' BRISTOL, '68	29' BUCCANEER, '79	19,900	32' ARIES	32' ARIES	34,500	36' UNION, '80	36' UNION, '80	45' GARDEN VAGABOND	53,000	45' GARDEN VAGABOND	85,000	
24' SAN JUAN, '76	11,000	27' CAL 2-27, '78	24,000	28' TARTAN, '77	27' CAL 2-27, '78	18,900	30' CAPE OORY, '76	30' COLUMBIA, '63	9,950	32' MARIEHOLM, '74	32' MARIEHOLM, '74	34,500	38' C&C, '81	38' C&C, '81	47' GARDEN VAGABOND	82,500	47' GARDEN VAGABOND	125,000	
25' CAL 2-25, '79	16,500	27' ERICSON, '73	27' ERICSON, '67	27' ERICSON, '73	27' ERICSON, '73	27' ERICSON, '67	27' ERICSON, '73	27' ERICSON, '73	27' ERICSON, '73	33' MORGAN OUTISLAND	33' MORGAN OUTISLAND	39,500	38' FARR, '83	38' FARR, '83	52' COLUMBIA, '72	69,900	52' COLUMBIA, '72	125,000	
25' CHEOY LEE, '58	2,900	27' ERICSON, '73	27' ERICSON, '67	27' ERICSON, '73	27' ERICSON, '73	27' ERICSON, '67	27' ERICSON, '73	27' ERICSON, '73	27' ERICSON, '73	43,950	40' BRISTOL, '69	40' BRISTOL, '69	54,000	54,000	54,000	60' CLASSIC, '71	76,000	60' CLASSIC, '71	95,000
25' CORONADO, '67	Offers	27' ERICSON, '73	27' ERICSON, '67	27' ERICSON, '73	27' ERICSON, '73	27' ERICSON, '67	27' ERICSON, '73	27' ERICSON, '73	27' ERICSON, '73	43,950	40' BRISTOL, '69	40' BRISTOL, '69	55,000	55,000	55,000	90' MOTORSAILER, '80	1,150,000	90' MOTORSAILER, '80	1,150,000
25' MacGREGOR, '80	6,995	27' ERICSON, '73	27' ERICSON, '67	27' ERICSON, '73	27' ERICSON, '73	27' ERICSON, '67	27' ERICSON, '73	27' ERICSON, '73	27' ERICSON, '73	43,950	40' BRISTOL, '69	40' BRISTOL, '69	55,000	55,000	55,000				

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LETTERS

have a slick bottom for at least five years if you mixed both Tabasco sauce and tetracycline in with some cheap paint.

↑↑CUT THE DOUBLETALK

I can't let your November response to the Westsail folks go unchallenged. You said the following:

1. The theory behind PHRF is that all well-sailed boats will have an equal chance.

2. You at *Latitude* think it's wonderful that a Westsail 32 won the West Marine Pacific Cup.

This sounds like the *Latitude 38* I have appreciated over the years. However, and here is where the doubletalk comes in, you go on to say:

3. The PHRF rating is all wrong for the Westsail 32; and,

4. Cruising boats and racing boats should be segregated because PHRF is too arbitrary for these two classes, even though it's alright for racing boats of all sizes.

I doubt whether it is possible, but why not try to move this old debate to higher ground. PHRF is arbitrary, but sailor's are responsible for making the boat go through the water. My experience has been that a good sailor could take any PHRF boat and win his/her fair share.

Was the winner of the West Marine TransPac a very good sailor on a boat with a fair PHRF rating? Your answer to this question should have been yes.

Let's use PHRF to open up this sport to all who want to take part. When the race starts, let's accept the rules and play fair. When it's over, let's be big enough to give credit to the winners.

Are you ready for higher ground?

Dan Winslow
Illusions
Portland, Oregon

Dan — You've got to be willing to make a distinction between doubletalk and a complex thought.

Part one of the way we think is this: Saraband was accepted into the West Marine Pacific Cup, sailed the race fairly and had the fastest corrected time. We were and remain thrilled for the boat and crew that she won, and have defended her victory many times.

Part two of the way we think is that improvements should always be considered to make PHRF races more fun and more fair. This is something that's done after all races, be it the Los Angeles TransPac, the Kenwood Cup, the Big Boat Series, Mexican races, the Admiral's Cup, Baja Sail Week, Antigua Race Week, etc.

Our personal opinion is that the hard-core racing boats in the West Marine Pacific Cup should be separated from the cruiser/racers. It's been pretty clearly demonstrated over the years that PHRF racing works best the closer the boats are in type and size. Trying to fairly handicap an ultralight Santa Cruz 70 against a heavy displacement 20-ft Flicka, for example, is beyond the capability of any handicapping system, PHRF included.

As regards to the Westsail and other heavier displacement boats that have extraordinarily high PHRF ratings for their length, it's very likely that their ratings should be modified for downwind races. Here's why. The Westsail's rating of 232 might reflect an upwind capability of 300 and a downwind capability of 180. In an almost completely downwind race like a TransPac, she'd have a nearly minute per mile handicap over the majority of TransPac'ing boats which have ratings reflecting a pretty much equal capability to beat and run.

Assume for a moment that Westsails do sail extraordinarily well to their rating downwind. If that's the case, the rating should be modified in a mostly downwind race such as a TransPac or the idea of PHRF, that everybody have an equal shot, is defeated.

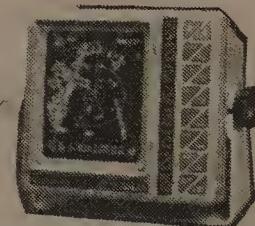
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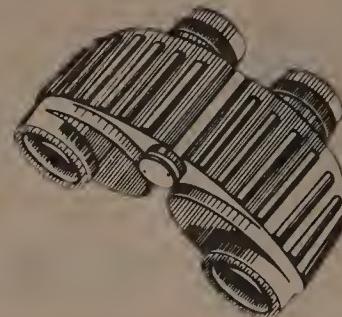


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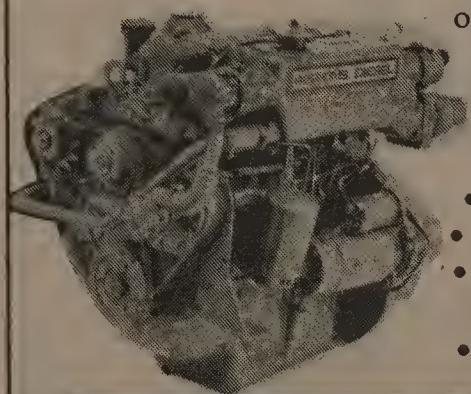
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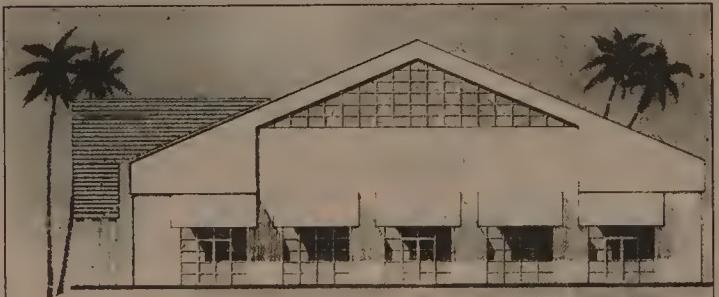
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LETTERS

Handicapping boats perfectly — just ask anybody who has ever tried — is an impossible task. But please don't construe our suggestions to try to make it more fair as a slam against Westsails. Deep in our hearts we think they're faster than most people are willing to admit — which is precisely why their PHRF rating ought — at least for the TransPac — to be modified.

CHANGE IN MORA SCHEDULE

Thank you for your warm coverage of MORA events in 1988. For your "Fundamentalist"-Ocean-Racing-for-the-31-ft-and-under-crowd department, we have a last minute change in the MORA schedule.

In the Corlett Series on the Memorial Day Weekend, MORA will do exactly what we did last year. Saturday will be a race around the Farallones to Pillar Point. On Sunday — after divine services — we're going to set up MORA's equivalent of the Admiral's Cup. Called the Pumpkin Patch Series, MORA, along with whomever of our ocean racing brethren want to join us, will have a short, fun, loosely organized and probably very wet ocean race out of Pillar Point. Monday we race back to San Francisco.

During last year's Corlett, I especially enjoyed the Farallon - Pillar Point leg, which is almost dead downwind. We also had a line squall on that leg in 1988; when it hit there was some great carnage with marvelous knockdowns and blown up chutes. Another treat was Sunday evening's salmon BBQ at the wonderfully hospitable Half Moon Bay YC. We're hopeful we can set up another dinner like it this year.

For those not familiar with the organization, MORA has been around in one form or another for 31 seasons. We've had our ups and downs, but sort of like the English Army, we muddle on through. For a bureaucracy we're remarkably flexible and have offered a variety of racing rules, including IOR and MORC, although PHRF is the current norm. IMS is not out of the question.

Our eight race season is challenging and fun. It has served as a rigorous preparation for many ocean racers and their boats. MORA — along with MYCO — will also hold three seminars for the Catalina Race. Already lined up are MORA graduates Chris Corlett and yacht designer Carl Schumacher. More details on the seminar later.

We'd like to hear from our old friends, and we'd like to attract new blood into the organization. For more information, call the Yacht Racing Association (YRA) at (415) 771-9500. Or call me at home, (415) 522-1396.

John Dukat
Commodore, Midget Ocean Racing Association
Alameda

HOW LONG IS YOURS?

What is the longest sailboard race — or trip — that you know of?

Robert J. McNeil MD
Cambria, CA

Robert — We don't keep track of those kinds of things. We do recall that a couple of guys sailboarded, unescorted, across the Atlantic. But surely some Frenchman has done a double or triple sailboard circumnavigation by now.

NEOLOGISM ON TRANSOM

I am responding to the December article about a possible Soviet entry in the America's Cup competition; specifically the hastily executed piece of artistic representation that was created without any knowledge of Russian.

As an emigre to the United States who has been around since

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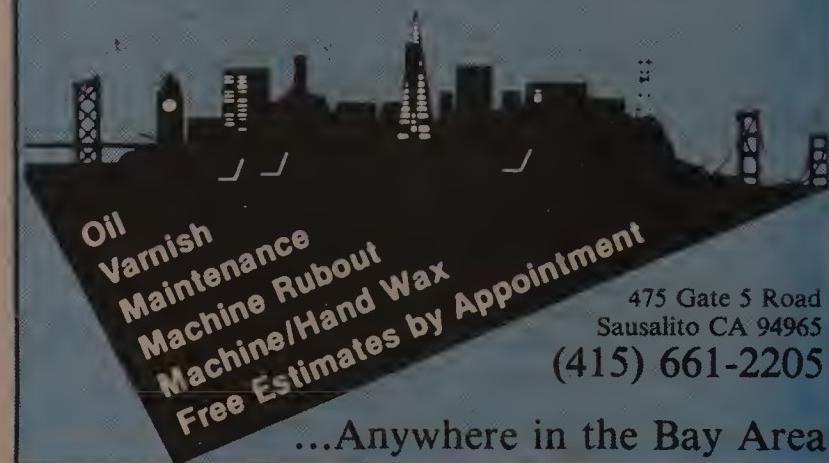
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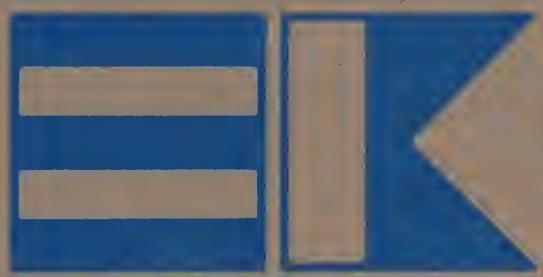
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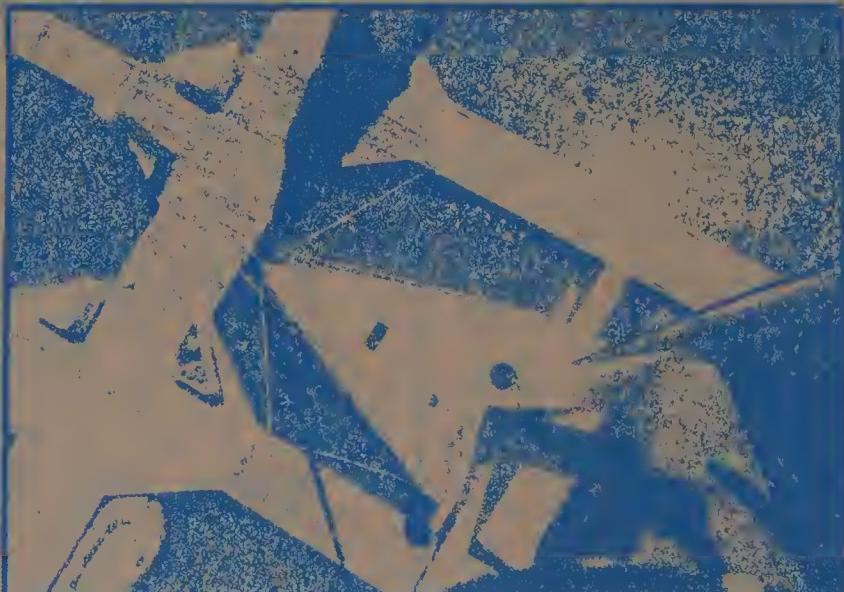
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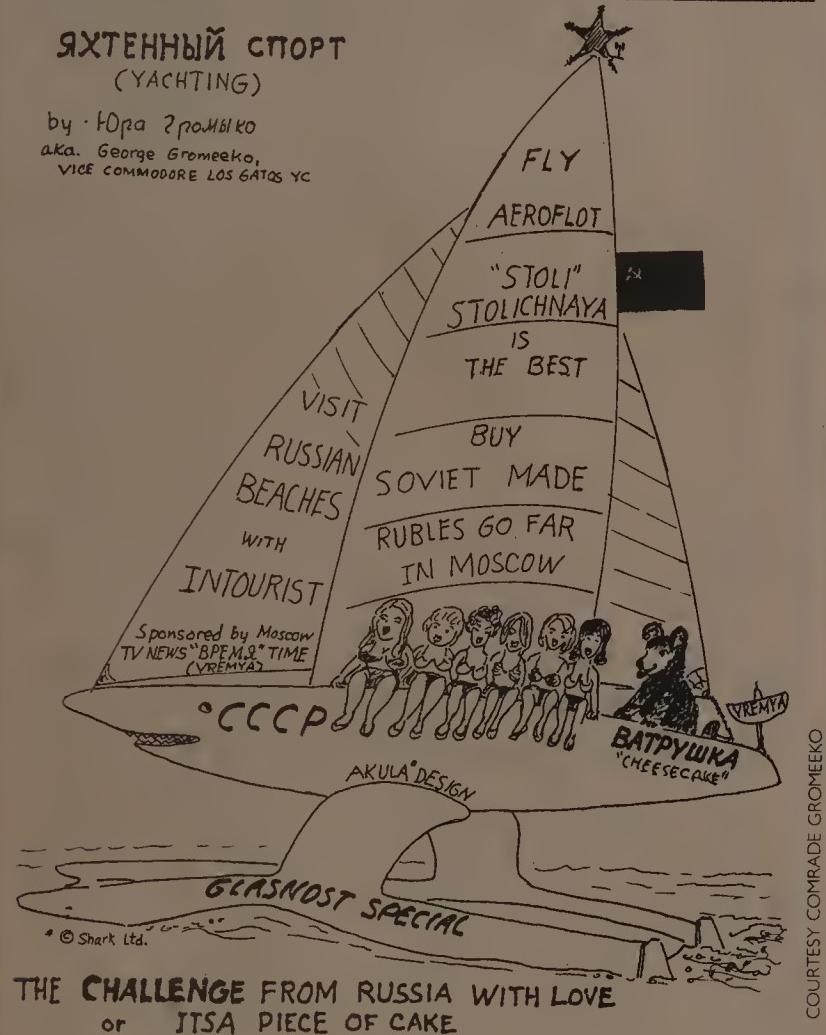
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LETTERS

1930, who was educated in San Francisco, who was also educated on Saturdays in Russian school (Ugh! I can sympathize with any Hebrew student), I, as I think most members of the Russian community would be, am very offended by the meaningless neologism that appears on the stern of the challenger in the cartoon.

In response I offer my own spoof cartoon, which I think is self-explanatory.



THE CHALLENGE FROM RUSSIA WITH LOVE

or ITSA PIECE OF CAKE

Yeah, but what does it rate?

As a White Russian with relatives still in the USSR, I'd rather not make too much fun of the Soviet effort, but still offer the genuine article. Perhaps even in the concept of an oversized sailing board distracting competing crews with Russian cheesecake. If *Latitude* ever has the time to do an article on Soviet yacht clubs, please keep me in mind. I would genuinely be interested in doing a first-hand write up of them.

Incidentally, your artist didn't seem to know the distinction between Smirnoff and Stoli. Stolichnaya is the import and Smirnoff is not. However, I will be happy to have a vodka lesson for you and the artist anytime! If you and your friends want to taste test several brands at our house in Saratoga, I know I can convince you why Stoli is the best. However, Smirnoff has been around Russian circles since the 30s and was considered the only palatable vodka up to now.

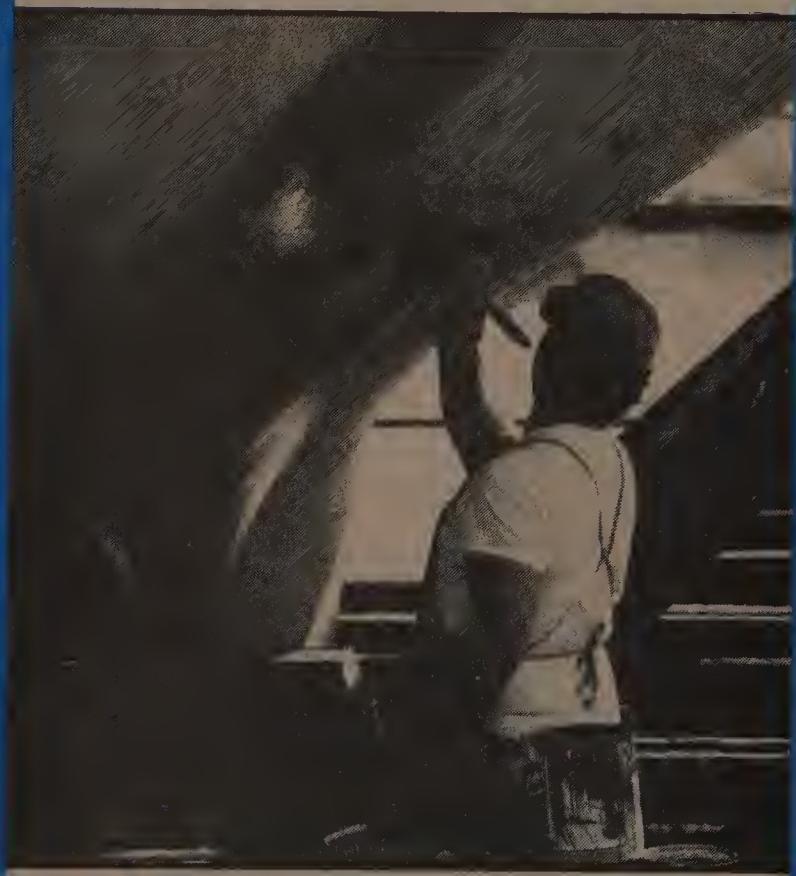
George Gromeeko
Vice Commodore, Los Gatos YC

↓↓OUR FRIEND WILLIAM

After ten years on the Bay, Barbados (my Ranger 23), Louie (my cat), and I got transferred to the East Coast three years ago.

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LETTERS

We now reside in a poor section of a rich town right around the point from where W.F. Buckley lives in Stamford, Conn. on Long Island Sound.

You remember W.F. Buckley, don't you? On page 55 of *Racing Through Paradise* he wrote the following:

"Someone recently sent me a clipping from a magazine called *Latitude 38*, published in California. I cannot imagine that it is read much in *Latitude 39*, or even *Latitude 38*, if the prose I went through is characteristic. To be sure, the opening sentence was not exactly an icebreaker. It read "there are two words that explain why the general public thinks of boatowners as the idle, indolent, insolent rich. One word is William. The other is Buckley."

W.F. goes on to say "But I think that the dyspeptic editor of *Latitude 38* does not pause to reflect on how much one can accomplish, in the way of sailing experiences, with moderate expenditure, here sadly but dutifully acknowledged as obviously out of the reach of most people . . ."

Having read Buckley's explanation of celestial navigation, that piece should disqualify him from ever criticizing anyone else's prose. As for 70-ft boats with pianos and air-conditioning, they are out of the reach of most of us, Bill. You really are indolent, you know?

OK, so what's it like here? Well, the wind ain't much on Long Island Sound. The summer is a lot like Midwinter sailing on the Bay and the humidity in August is truly awful. September is great. The places to cruise are abundant — though during the summer they all resemble a weekend at Angel Island. Places not to be missed are the Thimbles (near Branford, CT), Block Island, Mystic, Newport, Cuttyhunk, Martha's Vineyard and Nantucket. Maine is spectacular for the six weeks it's habitable.

There are an increasing number of bareboats available for charter; I'd recommend it to anyone who would like an summer alternative to the Delta. Just remember, running around is serious here; there are rocks all over the place!

Your company is going to move you here? Yikes! First thing to remember is that the closer you New York City you are, the less wind there is. Consider that your boat will have to have a cradle (or trailer) and be out of the water from November to May. Winter storage runs about \$40/ft. You'll also have to build a structure to keep the snow and ice from collecting and cracking everything to smithereens.

Summer slips are frequently two or three times that — if you can even find one. There are long waiting lists for moorings, too. Boatyards, because of strong pressure to be turned into condominiums, are expensive. I just paid \$8 a foot to have my Ranger 23 set on a trailer. I figure it costs two to three times more per hour of sailing here than it does on the Bay. If you have no choice but to transfer, keep concentrating on the fact that East Coast cruising is spectacular — particularly in September.

Should you bring your boat to the East Coast? People told me my short-rigged Ranger 23 would be too slow here, but I haven't had any problem. Racing types would need a new rig. Berthing and mooring is paid by the season, so if you have a choice, move your boat in winter when the truckers that haul boats substantially reduce their prices.

Howdy to all my friends in the Bay Area. Please renew my subscription — and send an extra copy so I can put one in W.F.B. Jr's mailbox.

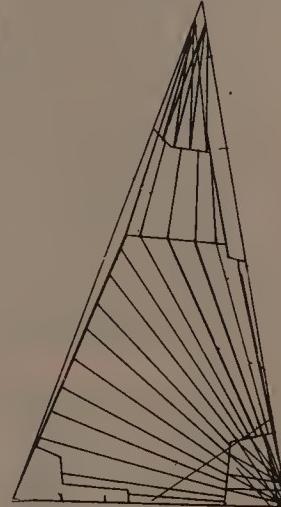
Ray Durkee (and Louie the cat)
Stamford, CT.

Ray & Louie — The real irony of Buckley's friendly swat at us is that he was saying we're anti-charter as a lead-in to his praise of chartering. Obviously WFB wasn't aware that *Latitude's*

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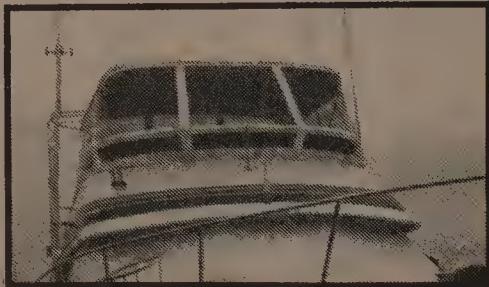
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LETTERS

charterboat, Big O is a sistership that was built next to Sealestial, the Ocean 71 he sailed on to chronicle the adventures described in Atlantic High and Racing Through Paradise. In fact, the main difference between the two boats is that the Ocean 71 Buckley chartered was listing for \$9,600/wk when Big O was listing for \$5,400.

Contrary to what some people think, we don't have anything against Buckley personally. We were, however, terribly disappointed in his books. The guy is obviously intelligent, so we were eagerly awaiting an insightful and thoughtful book on ocean sailing. What we got instead, was, in our opinion, a very lazy and sloppy book that appeared to have been written merely to satisfy some publisher's advance.

Of course, Buckley has many more sea stories to tell from the decks of Ocean 71's. In the Caribbean they talk of him at the wheel of Miss II and the reef behind Anguilla. Or the time last year in Mustique when the skipper of Flying Winds didn't — shudder the thought — recognize WFB at the tiny airport and walked right past him and the 15 pieces of luggage. A bad start to a bad charter, was the word on the coconut telegraph.

BLASPHEMOUS

I could bust some face.

I still can't believe that some pious nautical association or yacht club has actually placed Flying Cloud's New York to San Francisco clipper ship record of 89 days 9 hours up like a carrot on stick.

Sure, I understand that the new attempts are also being made under sail. But to even attempt to beat the great clipper ship with today's 60-foot state-of-the-art materials is blasphemous.

Those ships and men were unique; their time is gone forever . . . well almost, anyway. The money being spent on the current record attempts should and could be used to build another fine lady like Flying Cloud.

Unsigned
Lompoc

Readers — Most letters we get from Lompoc have a return address of 3901 Klein Blvd, which is a federal corrections center — or whatever they call them. Judging from the letters we get from Klein Blvd, there's a lot of dreaming about sailing done behind those walls.

A LITTLE TRICKERY MIGHT BE THE SOLUTION

I have what I think is a semi-solution to a very frustrating sailor's problem: the joyride theft of inflatables.

We all know what it's like, right? You dinghy to shore at night, be it up the Delta, down at Catalina or somewhere in Mexico, and have to leave your valuable dink and outboard unattended. The thought that somebody might steal it — leaving you stranded ashore in the process — is enough to send chills down your spine.

The traditional solution — and perhaps the best — is to always carry a cable and lock, and lock your dinghy to the dock. But there are drawbacks. Firstly, it's a real pain. Secondly, it's not foolproof because some folks wander around with bolt cutters. Lastly, if you're like me, sometimes you've gone to shore and had a little too much to drink and have lost the key to the lock or forgotten the combination. Talk about frustration!

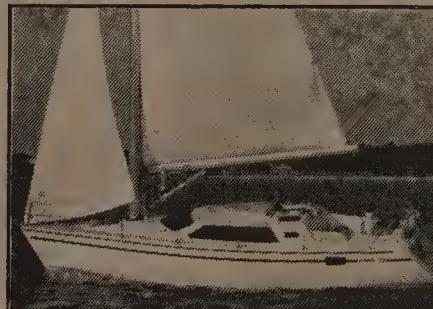
They say necessity is the mother of invention, and I think I know what they mean. Last summer I brought my rather valuable dinghy and outboard ashore for some good times. I thought I was at a pretty safe spot and wouldn't have to worry about the dinghy being stolen for a joyride or permanently. But when I got to shore, I noticed that every single dinghy had a cable and lock. Obviously,

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peal to new sailors who want an easily handled bay cruising vessel.

According to Hunter, the boat's interior design has "all the comforts of a summer cottage," and that's a fair description. The U-shaped settee seats eight people comfortably around a drop-leaf table, and the sloped windshield and recessed lighting give an open, attractive appearance to the wide main cabin. That wraparound windshield also gives the exterior the distinctive look of a streamlined pilothouse."

Tom Dove, *Sail Magazine*, February 1989

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At one Christmas party we found ourselves standing next to a friend who owns a lovely little Ericson. Naturally our first question was about the health and welfare of the boat.

After we heard his answer, it was no more the season to be jolly.

His wonderful little boat spent the holidays in one of those parking lot boat yards, having the usual done to its bottom. And this fellow's been a good friend of ours for years.

"Look, it's just a travel-lift job, and sanding and paint. No brain surgeon work. Why should I pay your prices when I don't need any experts?"

Taking a vice-like grip on our eggnog cup, we said, through clinched teeth: "What are you paying the

parking lot?"

"Standard rate, \$4.50 a foot."

"Does that include a high pressure wash?"

"No, that was fifty cents a foot more."

"Do you know what Stone rates are?"

"No, I never checked."

"At Stone, it's \$4.50 a foot to haul, set-off, launch and that includes the high pressure wash. Merry Christmas."

Now, it's probably some kind of compliment that Stone Boat Yard is thought of as higher priced than other boat yards, but the fact is we simply are not. We do believe we do better work, but we do not charge more for it. (Actually, you may find our general yard labor rate of \$50 per hour a little lower than that of some

other boat yards.)

I also asked my friend at the party what would have happened if he had found something seriously wrong with his boat while it was hauled out. "Well, you're right, I really do doubt if I would have let anyone there fix it. I probably would have brought it to Stone."

Now, we'll forgive and forget, and we hope to see our friend and his boat at Stone next time.

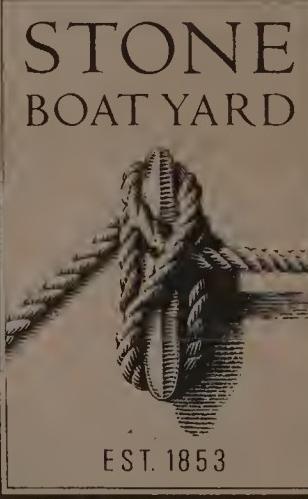
But we want to repeat what we've said before: Here at Stone, we like people who like boats, any kind of boat, any size of boat. We think you'll find that you and your boat will be treated better here than anywhere else.

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LETTERS

these folks knew something.

For reasons I can't explain, I couldn't go back out to the boat and get the lock and cable. What could I do to protect the dink? I didn't have a socket to remove a sparkplug; and if I did I probably would have dropped the plug in the water and *really* ruined my night. In desperation, I undid the hose between the fuel tank and the outboard and lamely tried to hide it in the dink.

Figuring that was the best I could do, I took off for my evening's adventure, not feeling very confident the dink would be there when I returned. Miracle of miracles, when I returned a few hours later it was still there. I reattached the hose, fired up the outboard, and merrily powered back to the boat.

Well, not quite. After going only 50 yards or so, the engine quit. Quit real bad like it wasn't going to start again. I checked all the connections, pumped the bulb a few times, but the darn thing seemed like it wasn't getting any gas at all.

Through an alcohol haze, after about ten frustrating minutes, I finally figured out why. I had reattached the fuel hose backwards! Once I got it right, the engine started right up. But it got me to thinking. The next time I find myself ashore without a lock and worried about my dink, I'll detach the hose from the outboard and let all the fuel in the engine run out. Then I'll reverse the hose, so that when the bulb is pumped, it will try and suck fuel out of the engine rather than pump it in. Then let some bastard thief or joyriders try and steal it!

It sounds pretty clever to me; what do you think?

Arnie Koch
Loch Lomond

Arnie — We think we've heard worse ideas.

↑↑SUN FOR SEATTLE

We sure do enjoy each issue and read every one from cover to cover. We especially like the Mexico cruising articles and photos and the *Changes* section.

Keep using a lot of "sun" photos; they are really appreciated by



LATITUDE RICHARD

This one's for all the folks in the frozen northland.

all of us up here in Seattle.

We will stop by for a visit one of these years when we head south ourselves!

Barry & Rhonda Mathews
Livebat, Monson 31
Seattle

↑↑TAXING QUESTIONS

In regard to tax/liveaboard questions, which of the following is (are) true?

1. Log entries reflecting vessels run aground March 1 qualify said vessel as homestead, therefore qualifying for homeowner's

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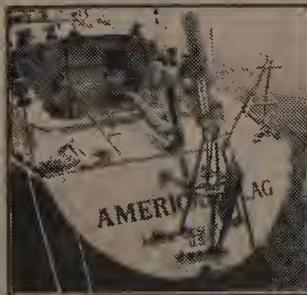
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◀ Hal Roth — *American Flag*

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Mark Schrader — *Lone Star* ►

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LETTERS

exemptions.

2. U.S. Department of Interior recognizes sailboats as mobile leadmines, sailboats with wooden masts as forests, and v-berths as National Recreation Areas — qualifying boatowners for certain tax credits. Further, the Bureau of Land Management declares reconstruction projects of mobile leadmines eligible for money under reclamation of a strip mine.

3. If I apply, prior to December 1 of a tax year, to the county Auditor-Controller, he will provide me with a form asking my tract number, parcel size, etc., etc. Returned signed but otherwise blank, the form will cause that office to issue a warrant (check) for a property tax refund. Application is made through the Marine Division of the Auditor-Controller Office in your county. Requests not received by December 1 of each tax year are S.O.L. (out of luck).

This was not a trick question, though more than one of the above may be true. Number three was true recently, and I did find in my mail a "warrant" for a sum nearly equivalent to that of a winch handle.

My next question: If as a liveaboard I buy a winch handle, does it qualify as a home improvement?

Bob Austin
Alameda

HAD WE KNOWN

We were quite pleased to hear about Gene and Sharon Averill's adventures in the Pacific Northwest aboard *China Moon* (January, Changes). We last saw them at a West Wight Potter Regatta two years ago; at that time they were not sure if they were going to go to Mexico or up north. We had shown them our photos of the San Juan Islands and compared notes since they had been there a few years before in their West Wight Potter 15.

Unfortunately, we didn't know they were in the Gulf Islands last summer or we could have met some place in that area; we were in the Gulf Islands at the end of July. But we're glad to read they've taken up the cruising life on their new boat; they're extremely nice folks.

Gene and Sharon: If you're going to be in the Pacific Northwest next July, maybe we could rendezvous somewhere. We're going to Desolation Sound.

P.S. If anyone is trailering a boat a great distance, they should remember to remove the wire whip portion of the VHF antenna. We learned the hard way when ours worked itself loose and fell out within two days of steady travelling.

Ron & Arlene Lamb
Mouton Rouge, West Wight Potter 19
Morgan Hill

THE LIGHTS IN YOUR EYES

During a recent evening run from Pier 39 to the Oakland YC, my wife and I paid specific attention to the running lights on the passing vessels. We were amazed to observe that the only vessels that displayed the proper lights were two Red & White cruise boats and a Red Stack tug!

We also observed:

1. A sloop under sail displaying the proper combination of bow lights and stern light — but also a white bow light and an anchor light.
2. A sloop under power displaying a combination light and stern light but no white bow light. He also had his anchor light on.
3. A sloop under sail with a combination bow light but no stern light.
4. A sloop under sail with a separate port running light and a stern light but no starboard running light.

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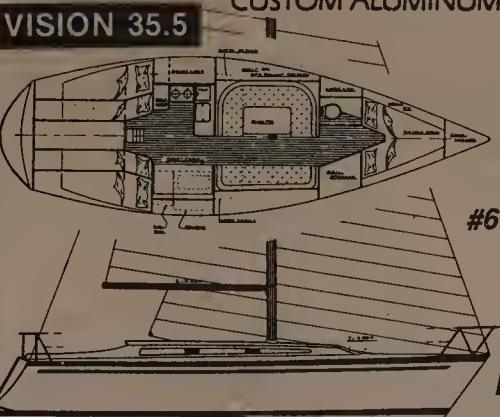
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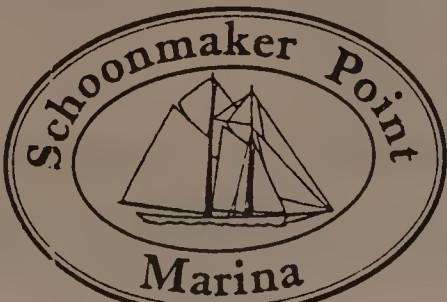
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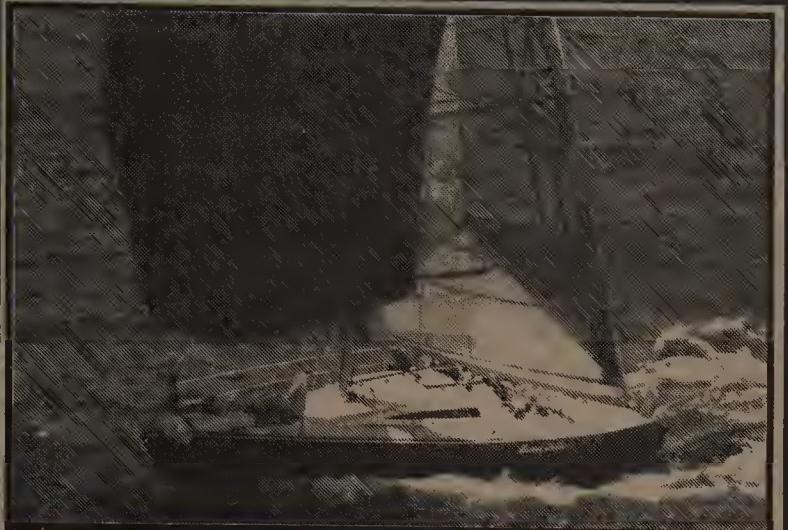
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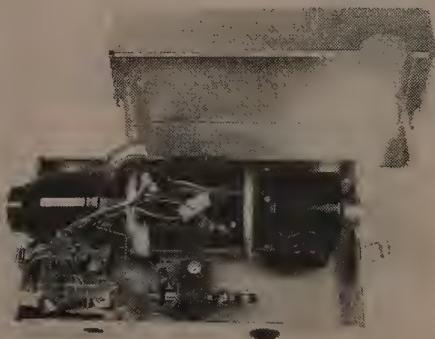
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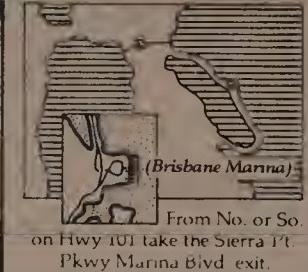
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LETTERS

5. And finally, a fast outboard-powered runabout with no lights at all!

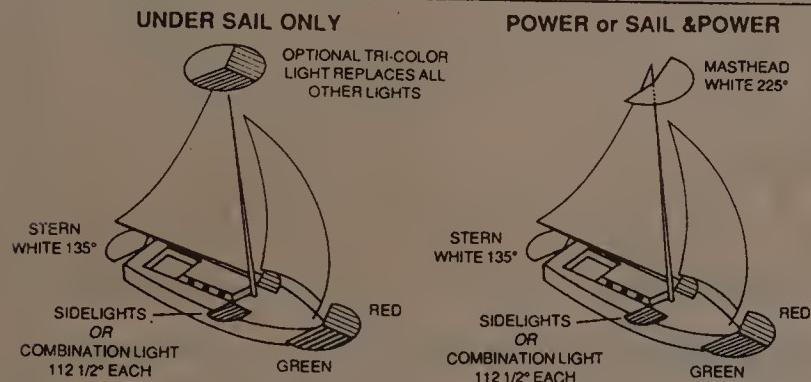
Boat operators should realize that their lights have meaning to other operators and contribute to everyone's safety.

Latitude 38, through its wide circulation, could perform a great service to its readers by running an illustrated article covering the proper display of lights on sail and power vessels — as well as lights displayed by tugs and tows.

I have found that proper labeling of my light switches helps prevent errors: sailing lights (combination of the bow light plus stern light) are labelled 'running lights', 20 point bow light is labelled 'steaming light' and the 32 point masthead light is labelled 'anchor light'.

Chuck Glynn
Licensed Tow Boat Operator
Sabre 32, Sally Duck

Chuck — Let's see if these two drawings can't help.



Incidentally, we're sorry it's taken so long to run your letter. Sometime last summer it jumped off the top of our desk and hid in a crack between the file cabinets.

GOOD GUYS IN RICHMOND

Several of your readers have taken the time to write in praise of businesses that have provided excellent service or were very fair in their treatment of customers. I wish to add Richmond Boat Works to that list.

They deserve congratulations for the fine service they rendered during a recent diesel engine rebuild. A manufacturer's defect in my Ford Lehman made it necessary to completely rebuild my boat's engine. The point I wish to stress is not just the excellent quality of RBW's work, but their sincere concern with my continuing satisfaction with the job.

The rebuild was completed in early 1988. By late October, I imagined a difficulty and called Bill at Richmond Boat Works. He said that he would check it out for me, and that if the problem was their fault they would repair it at no charge. Please note that this was a long time after the rebuild.

It turned out there wasn't a problem. Bill thoroughly checked the engine out while letting it run for a couple of hours, tightened a few things as a service, and assured me everything was in good order. They could have charged me for the work — there had been no liability on their part — and I would have paid. But they didn't charge a dime, saying they were concerned about their work. So the check out for me was also a check out for them. That's ethics with a capital "E".

The people at Richmond Boat Works are true craftsmen; confident, proud and willing to stand behind their work. We need more artisans like this.

Bill Bedsworth
San Francisco

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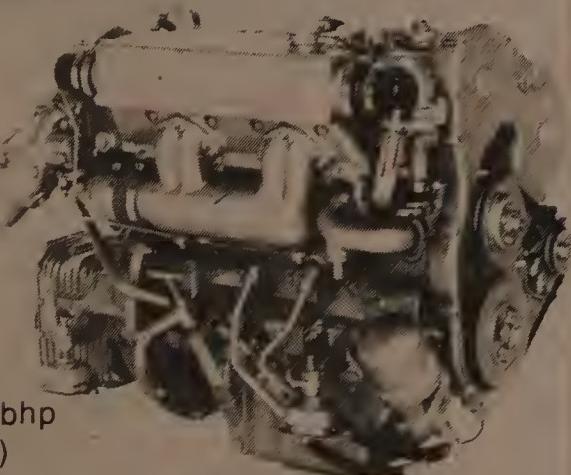
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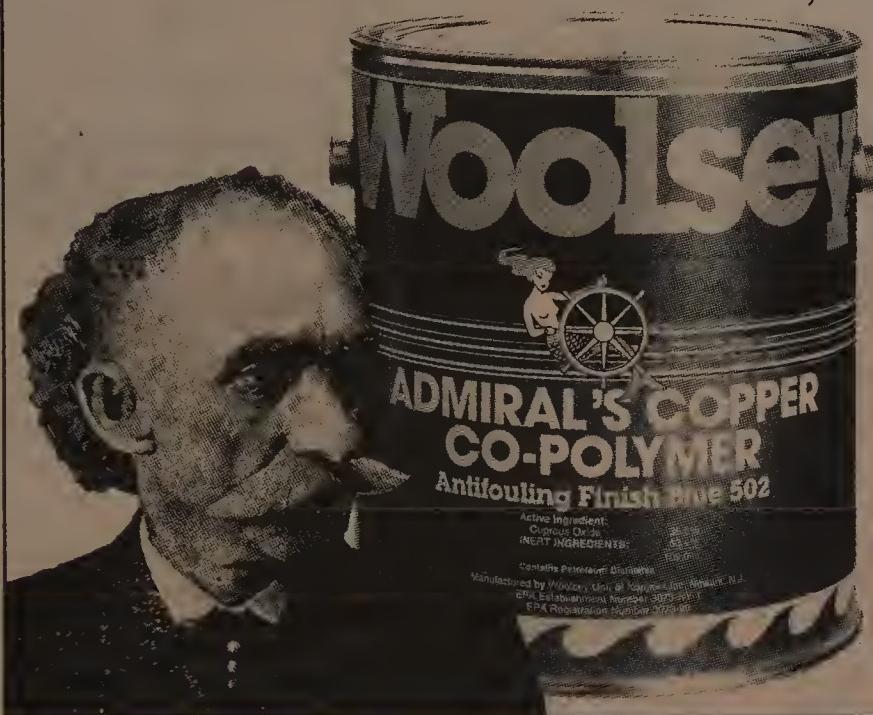
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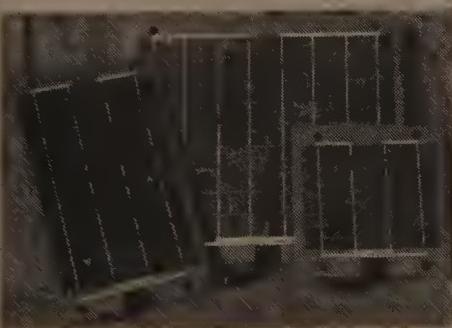
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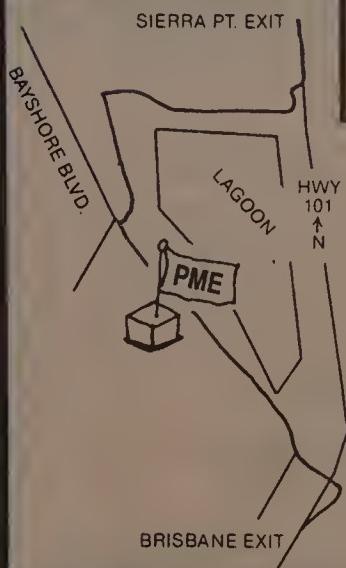


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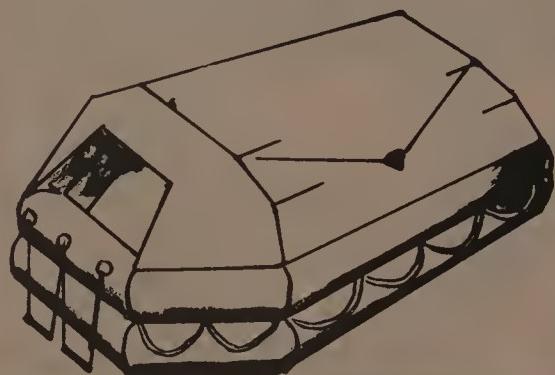
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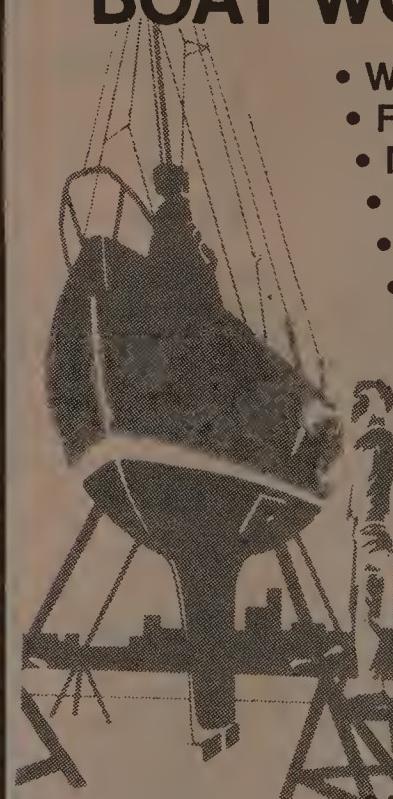
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LOOSE LIPS

Believe it or not.

As you might expect, Disney World in Florida and Disneyland in Anaheim once again topped the list of Top 40 amusement parks and attractions for 1988. But guess who came in third in this annual ranking compiled by *Amusement Business*, the industry's weekly news magazine? Knott's Berry Farm? Magic Mountain? Try Pier 39. That's right. With rankings by attendance, Pier 39 aced out everybody but the big two. Some 10,465,000 people passed through the 10-year-old, 45-acre complex of shops, restaurants and marina - many, we might add, who were either on their ways to their boats or to watch sailboat racing from the Pier's excellent Cityfront vantage point.

Congratulations.

Cheap shots.

That's what we call what some a-holes are doing to aids to navigation — shooting out the lenses for target practice! Other moronic acts include stealing the batteries (they won't work in cars, dummies, the voltage is too low), removing identifying plaques or simply good old fashioned "pillage and plunder." You know cut, bash, mangle or destroy as much as possible. Not only does it cost major bucks every year to repair vandalism to aids to navigation, it can obviously lead to frustration and even injury to those of us who depend on them. If you see any of this type of activity, we urge you report it to the Coast Guard at this number: (213) 499-5410.

Onward through the K-FOG.

If you're out on the Bay on February 4, you'll be treated to both a spectacle, and one of the more creative entries in K-FOG radio's contest for the best radio promotion. In an attempt to win the \$10,000 first prize, the Bay Area's Express 27 fleet will be out in force to demonstrate some "precision sailing," says a press release. One of the maneuvers "bound to swing a little weight," says Leon Daniel, the E-27 Class executive officer, is sailing under the Golden Gate 10-abreast with each boat carrying one letter on the spinnaker to spell out K-FOG 104.5 (one boat with a blank spinnaker will be the "space" between the letters and numbers). If the class wins, they plan to buy the molds and "renew production of the 'Ultimate Sailboat,'" says Daniel. Go, team!

She made it!

Regular readers will recall Kyoko Imakiire, the 23-year-old woman who sailed into the Bay nonstop from Japan last August. She left on October 20, headed back to Japan, once again nonstop and once again solo. We're happy to report that she made it, sailing back into her homeport, Kagoshima Bay, on December 31. The feat makes the former government employee the first woman to "circumnavigate" 13,600 miles across the Pacific.

Fair Winds.

We note with sadness the passing of H.B. "Bill" Trask just before Christmas. He was 85.

In his long sailing career, Bill owned and raced a series of boats to season championships, including the Bear Wiki, the Hurricane Hoyden and his last boat, the Farallon Clipper Hoyden II. In fact, we're pretty sure he still has more season championships under his belt than any sailor in Bay History.

During and after his sailing, Bill was also an accomplished swimmer, proud of many titles and records for his age group. He will be missed by many.

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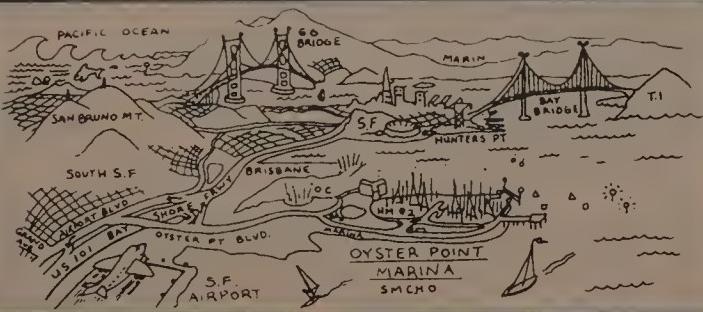
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LOOSE LIPS

Robin and Patti.

If you somehow missed the *People* article (doesn't everybody read that magazine?), you baby boomers out there will be glad to know Robin Lee Graham and family are alive and well and living in Montana.

As the youngest ever solo circumnavigator — he started when only 16 — Graham inspired a generation of cruisers and dreamers with *Dove*, his book chronicling the five-year voyage between 1965 and 1970. (There was also the inevitable movie spinoff in 1974 that, like all Hollywood sailing tales, was too stupid to bear watching all the way through.)

Robin went through some tough times trying to reintegrate into society afterward, including a bout with drugs and drinking. Sticking with him through it all was Patti (Ratterree) Graham, the girl he'd met and married during the trip. As they had on *Dove* (there were actually two *Doves* Robin sailed during the trip), they eventually ended up going "back to nature" with their two children to the isolated log cabin in the mountains. Graham now makes his living as a carpenter and furniture builder.

It Reigned A Pawn The See (A "Homonymily")

Sew hard it reigned a pawn the see,
The knight heir full of missed,
The gail had past, butt wins still blue
Hour tiny bat turd craft.
With sales come pleat lee torn aweigh,
Her broken massed into,
She looked two bee a dare a licked
From witch sum penance flue.

Weed maid a coarse four owe pen see,
Butt sew in tents it blue,
Their was know wrest oar respite they're,
Wee had two sea it threw.
Water pored rite ore the bough,
Her mane seem sprung a leek,
Wee baled for ours with awl our mite,
And preyed as wee grew week.

Four for long daze wee road it out
Until the storm a baited,
The whether dyed and rescue came,
Fore knot inn vane weed weighted.
Attune a bote had tide align
Four warred honor stem,
They gave us awl dry close two where,
And then they toad us inn.

Wee cited land inn won daze thyme,
And how hour spear it sword.
The bless said shore was underfeat,
And hour bote see cure lee moored.
Their is amoral too this tail,
At leased four us, ewe sea.
Hints fourth, wheel knot set sale again
Wile it reigns a pawn the see.

— jim woessner

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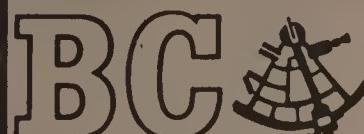
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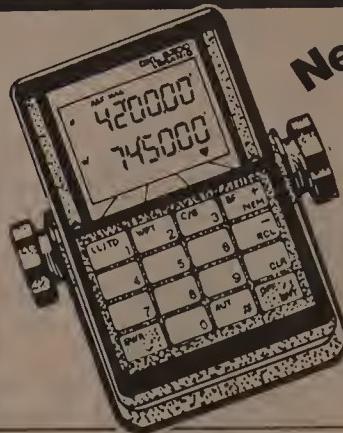


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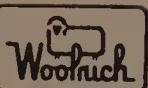
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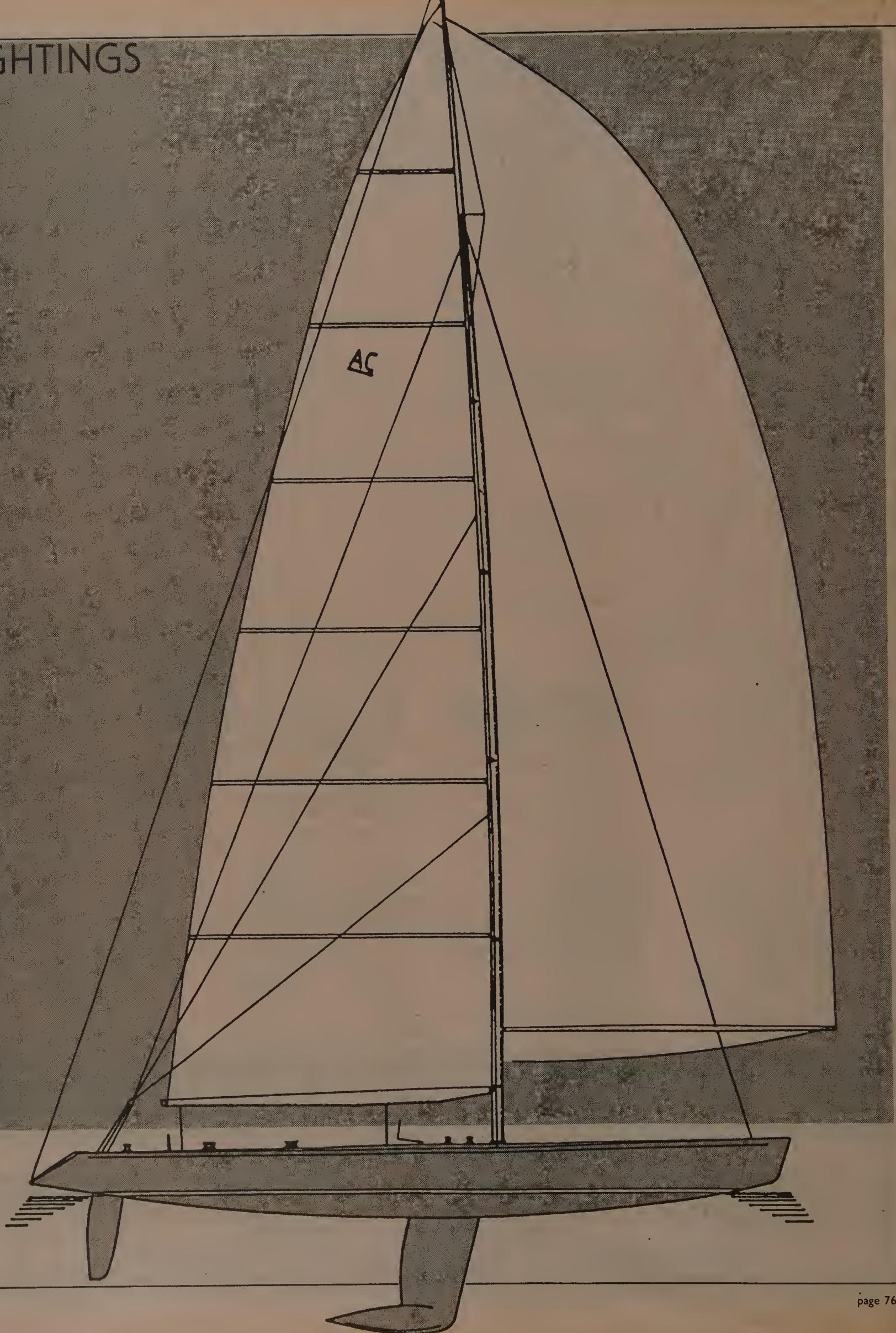
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SIGHTINGS



it's official: 12s out, 75s in for the a-cup

In the grand scheme of things, the farcical 1988 America's Cup may be remembered mainly for providing the catalyst to establish a new, high performance monohull class for use in future A-Cup competitions. Last month, as the bitter San Diego-New Zealand contest dragged on behind closed doors in a New York courtroom (a verdict is expected in February or March; both sides claim they'll win), the rest of the yachting world got together in San Diego to take the future of the America's Cup into their own hands. Remarkably, all parties involved — representatives of the 25 challengers, San Diego YC and the newly formed America's Cup Organizing Committee (which grew out of Sail America) — agreed in short order on four major rules changes.

The first and second items were hardly earthmoving: the Cup will be raced for off San Diego in May of 1991, with the racing reverting back to the familiar best-four-out-of-seven format. The other changes are more interesting: a new course was agreed upon, one designed to make the racing more exciting for both participants and spectators. It's a 22.6-mile, eight-leg affair featuring an upwind start, a three-leg zig-zag in the middle of the race, and a three mile long downwind leg to the finish. And here comes the zinger: 12-Meters — which Tom Blackaller once claimed were about as exciting to drive as a Muni bus with four flat tires — have been dropped in favor of a new 75-foot class of boats.

The new 75-footer, whose parameters were developed by over 40 technical and administrative participants from 10 countries, is 10 feet longer than a 12-Meter and about 25% lighter. Obviously, it's a much livelier boat. The displacement to length ratio on the new boat is about 80 (a 12-Meter is around 270; a maxi about 125; New Zealand's K-boat about 45), which means it'll probably be on the edge in much over 15 knots. Certain weights and measurements will apply (maximum 18-foot beam; 13-foot draft; 3,000-square foot sail area; minimum 37,000 pounds displacement, etc.), but, unlike the 12-Meter rule, there is plenty of room for innovative design and construction. The boat will be sailed by a crew of 16 and one owner's representative, who is allowed to cheer but not help the busy crew. (If you were putting up 20 million bucks for an America's Cup campaign, wouldn't you want a guaranteed seat?)

What will become of the 50 or so 12-Meters scattered around the world? The cont'd center of next sightings page

the last, final, ultimate answer to everything

Fans of science fiction will know that it took a supercomputer a million years of figure crunching to come up with the last, final, ultimate answer to everything. The answer, for those of you who missed *The Hitchhiker's Guide to the Universe* by Douglas Adams, is 42. Even as we speak, the megabytes are no doubt crunching away light years of information to come up with the question.

The opposite is true in the marine game. Everybody has questions about what its doing, where it's going and who's at the wheel (No, Who's on first...). But so far, there aren't any universal answers. Ask a dozen people and you'll get 24 opinions as to why the marine industry is so a) wonderful, b) terrible, c) stagnant, d) get out while you still can, or e) all of the above.

To be sure, it is a ponderous subject to ponder. We're not just talking sailboats, we're talking the whole enchilada: manufacturers, retailers, powerboats, sailboats, used boats, new boats, us, you, them - *everything*. Of course, how you perceive the last, final, ultimate answer to everything in the marine market depends on where you are in the "food chain," so to speak. Beyond that, we could float a battleship in the sea of literature we get praising, damning or anywhere in between this crazy business we're all involved in. Here are just a few selected stats culled from the current literature.

* 71,984,000 people or about 33 percent of the U.S. population went boating in 1988. (National Marine Manufacturers Association [NMMA])

* Of 40 recreational pastimes, boating ranks eighth in new participants behind swimming, walking, bicycling, fishing, camping, bowling and exercising with equipment. In terms of dollars spent, however, it is the fourth largest leisure activity in the U.S., following those industries providing radios and televisions, toys and commercial amusements such as billiards, bowling and admissions to golf courses and parks. Of boating-related pursuits, sailing ranks fifth, behind outboard motorboating, waterskiing, inboard/outboard motorboating and canoeing. (NMMA)

* Despite predictions to the contrary, sales of recreational pleasure boats hit an all-time record 750,000 units in calendar 1988. It is the sixth straight year of sales gains. Of sailboats in particular, 34,800 "nonpowered" craft were sold, up 18 percent from 1987. (NMMA)

* The most boats of any state are registered in Michigan - 716, 441. Rounding out the top five, in order, are California, Minnesota, Florida and Texas. (U.S. Coast Guard)

* America's recreational boating fleet is worth over \$30 billion. The U.S. Merchant Marine fleet is worth less than \$10 billion. (From America on the Water, an anti boating-tax campaign)

* The recreational boating industry generates \$450 million annually in local, state and federal taxes. That's more than the movie industry or the National Football League. (AOW)

* Nationwide there are 17,000 boat retailers, 9,000 marinas, 3,000 boat makers, 450 sailing schools and 200 boating magazines. (NMMA and the National Sailing Industry Association [NSIA]).

* Beneteau "is pleased to report that our annual sales in North America for fiscal 1988 has shown a 55 percent increase with 341 boats coming off the Marion (South Carolina) assembly lines." (Beneteau Inc.)

* "In the last three months, we've taken orders for five new Tayanas one 42, two 47s and three 55s. Response has come from all over." (Gary Helms, Helms Yacht Sales)

* The average boater is not rich. Typically, he is married, owns a home, is between 35 and 44 and has a joint income of \$36,000. (NMMA)

* Baby boomers will likely spend less on leisure products and save more as they age, which could lead to a decline in the marine market in the early 1990s. (Harold Vogel, leisure market securities analyst for Merrill Lynch)

* The boating industry is in better shape to handle any momentary turn-down perhaps than ever before, thanks to foreign competition, which has forced companies to produce better products at lower cost, and the indus-

cont'd on next sightings page

SIGHTINGS

ultimate answer — cont'd

try's move toward vertical integration, which has created wealthier companies with good cash flow. (Howard Rudnitsky, senior editor of *Forbes* magazine and author of a November 1987 article profiling the boating business)

What does it all mean? Your guess is as good as ours (or anybody else's). We just hope that 1989 is a productive year for your boating pleasure, wherever you are on the totem pole.

new marina in petaluma

SCREEEECH! Whew, that was a close one. The silhouette of "the finger" appears in the rear window of the car ahead. Okay okay, you jerk,



Above, the dredging goes on in Petaluma. Right, a model of the finished project.

we won't follow you so close.

It was the second time in a week we'd almost tail-ended somebody on the 101 bridge over the Petaluma River. The reason was the same. We were rubbernecking, checking out the daily progress of the fast-forming new Petaluma Marina just to the east. It's been a real treat watching the dredge scoop a new waterway several hundred yards into the unused scrubland just east of the bridge. Or should we say a real distraction.

To preserve what's left of our driving record, not to mention our lives, we decided to check in on the progress the next day by phone.

"The City has been trying to put this project together for 25 years," says an enthusiastic Sue Aguiar of the Marina's reservation office. "We finally broke ground last August." When completed at summer's end, the marina will accommodate 194 to 200 boats at slips ranging from 22 to 40 feet. Specifically, those will be 22, 26, 30, 35 and 40-foot slips, which will rent on a monthly basis of \$5 per foot. Marina depth will be 12 feet, which nixes the *Missouri* for this part of the Bay, too, but should allow just about everything else. Additional facilities include a two-lane launch ramp, boat wash, septic disposal, restrooms at either end and ample parking.

Construction of the Petaluma Marina Business Center will get underway as soon as the marina's done. When completed, it will include a hotel, 170,000 square feet of office space, a restaurant and 10,000 square feet of retail stores. The first phase of this construction (most of the office space and about half the restaurant and retail space) is scheduled to open in the summer of 1990.

Sue reports that reservations are doing surprisingly well considering that the marina has yet to advertise. About 10 percent of the slips are re-

cont'd on next sightings page

a-cup

competitive ones will no doubt show up for the 12-Meter Worlds that Dennis Conner is promoting this fall in Perth, Australia. But after that, we'd guess that the 12-Meter class, which goes back almost to the nineteenth century, will slowly go the way

watch the tides,

When you mention "tides," most local sailors immediately think of currents, the ebbs and floods. It's not usually until December and January that many of us remember the tides also rise and fall. With some of the highest and lowest tides of the year occurring then, you can't help but no-



— cont'd

of buggy whips and slide rules. The progressive new 75-footer class, however, seems an appropriate vessel to carry the America's Cup back to its rightful position as the premiere sailing event in the world.

see the light

tice the flooded parking lots or near vertical gangways at the extremes of rise and fall. It can also be readily apparent on the water. At a recent Metro/Berkeley Midwinter race, the crew of a leading Santana 35 were reduced to flailing their arms and

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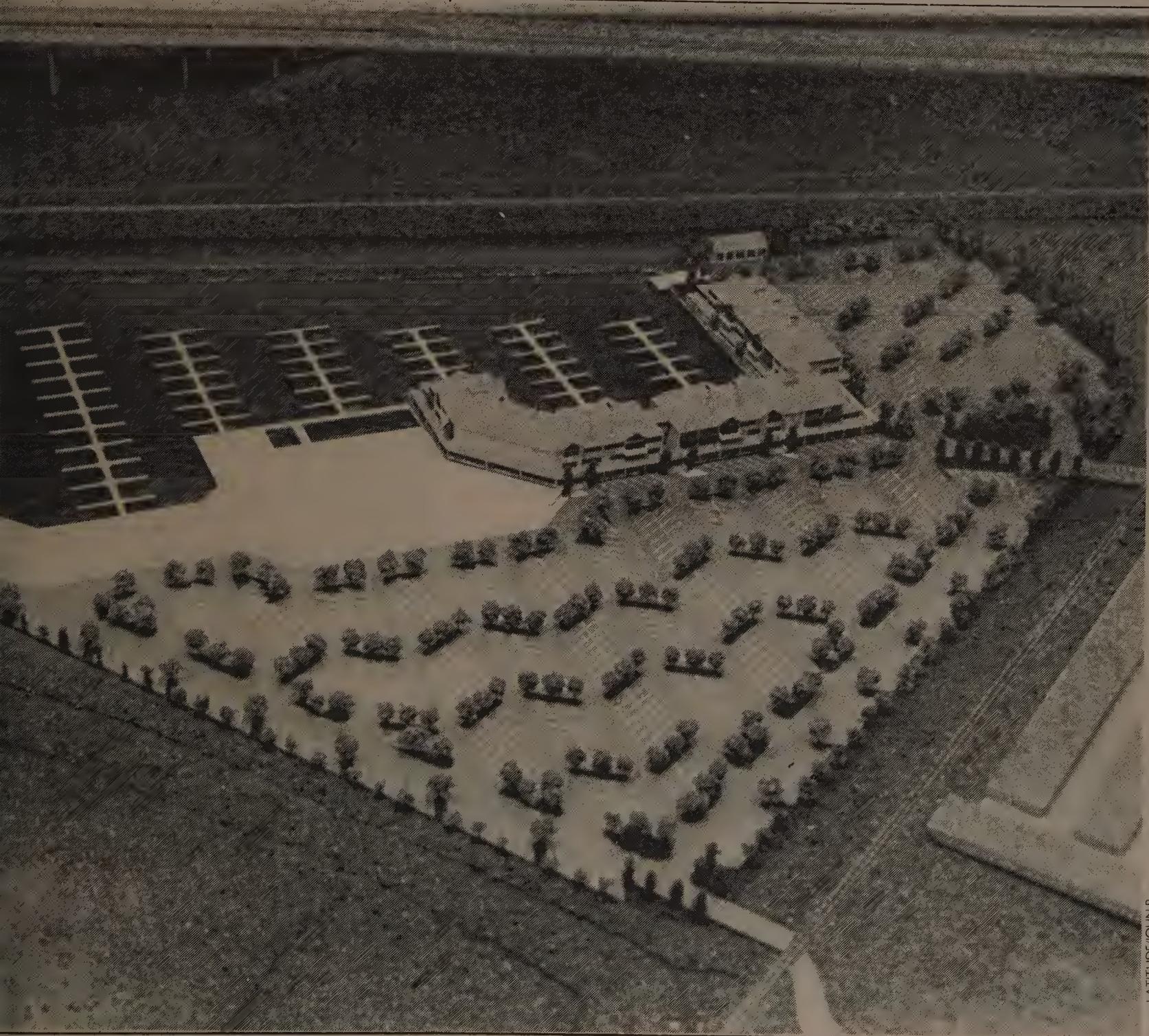
new marina — cont'd

served. If you want to get in on this action, call the Petaluma Marina reservations office at (707) 778-1900. In the meantime, watch your tail on the Petaluma bridge.

trashing some bad habits

In case you don't know it yet, as of January 1 it became illegal under federal and international ("Annex V" of the MARPOL Treaty) law to dump plastic debris in the water. And it's not just because of some plastic syringes washing up on beaches, gross as that is. In fact, plastic debris accounts for the deaths of thousands of birds, seals and other marine life every year (in their recent "hologram" issue, *National Geographic* ran a photo of a sperm whale, probably doomed, entangled in a plastic fishing net). Economically, plastic has caused millions in damage or delays to pleasure and commercial boating and shipping by getting tangled in prop shafts, being sucked in (and blocking) engine intakes and so on. All this is not to mention the dis-

cont'd on next sightings page



LATITUDE/JOHN R

SIGHTINGS

trashing some bad habits — cont'd

gusting "floating islands" of garbage that "reek" havoc in even the prettiest harbors all over the world.

To help get the word out to both the public, commercial and military users of the seas (the latter two are main targets), NOAA has awarded a contract to the Center for Marine Conservation. They, in turn, have set up the Pacific Coast Marine Debris Information Office. Based in San Francisco, the office has already become a valuable resource to anyone interested in Annex V or the problem itself. We called up just to get acquainted, and to see how serious they all were about this.

Yes, folks, it is illegal even to toss that simple six-pack holder over the side. A friendly Jill Kauffman pointed out that Annex V also makes it illegal to dump any type of trash overboard within 3 miles of the coast.

The penalties for aqua-littering are pretty serious, too. Fines in civil cases run up to \$25,000; in criminal cases, up to \$50,000! (Neither we nor Jill could quite figure out exactly what constituted "criminal littering".) So don't say we didn't warn you.

And don't say we never gave you anything but a night of cheap thrills: a "snitch provision" has been written into existing laws. If you report somebody littering our waterways, and a fine is levied, you get half!

For more on Annex V or debris control, contact Jill Kauffman at the PCMDI Office, (415) 391-6204.

and while we're on the subject . . .

For the information of our readers, you'll be seeing more pollution and environmental topics in future issues of *Latitude 38*, and they'll won't be treated as lightly as in the past. We're not going to get all fanatical

about it, but this is serious stuff, folks. Waterborne pollution, from dredging "toxic mud" to the simple act of throwing a plastic bottle cap overboard are things that can - and increasingly do - affect all water users, including sailors. You may start paying for it sooner than you think, too, both monetarily (in the form of increased slip and hauling fees) and in the quality of, well, at this point let's just say the quality of your sailing.

The greenhouse effect, syringes on beaches, plastic and aluminum discards, oil spills - they're all symptoms of a problem that is reaching critical proportions. A problem that must be dealt with sooner rather than later. A problem that must be dealt with by you and us and everybody, or we really will be in deep doo-doo.

The cleanup of our water and air may well be the legacy our generation leaves its children. Let's start being worthy of it now.

scout's honor or back to the tube?

"There's plenty to do here," says Jason Heuton, a 12-year-old regular at the Belmont Slough Sea Scout base. "It's more fun than television. It's even better than video games."

Jason sounds like one well-adjusted kid to us, but if the City of Belmont has its way, he'll have to go elsewhere to learn about local wildlife, sailing and seamanship. The City of Belmont recently gave notice that it wants the one acre parcel it's held in trust for 47 years back.

It was in 1942 that the Sea Scouts paid \$10 for the swampy, unused plot on Belmont Slough and, because they mistakenly thought they needed a corporation to hold title, asked the City of Belmont to hold the deed. No one said "boo" about the deal until land values escalated. The Sea Scout parcel is now worth about \$1 million an acre, and the City fathers contend that since the City holds the deed, the City owns the land. And the City wants the Scouts out.

But if they are going, it's not without a fight. At this writing, the Sea Scouts have hired a lawyer and filed suit in San Mateo County Superior Court. The lawsuit — refreshingly — does not ask for money, only that the title to the land be formally awarded the Scouts, who claim to be what the law calls "equitable" owners.

If this really were what it sounds like, a Walt Disney movie, we all know how it would turn out. In the real world, though, Pollyanna would

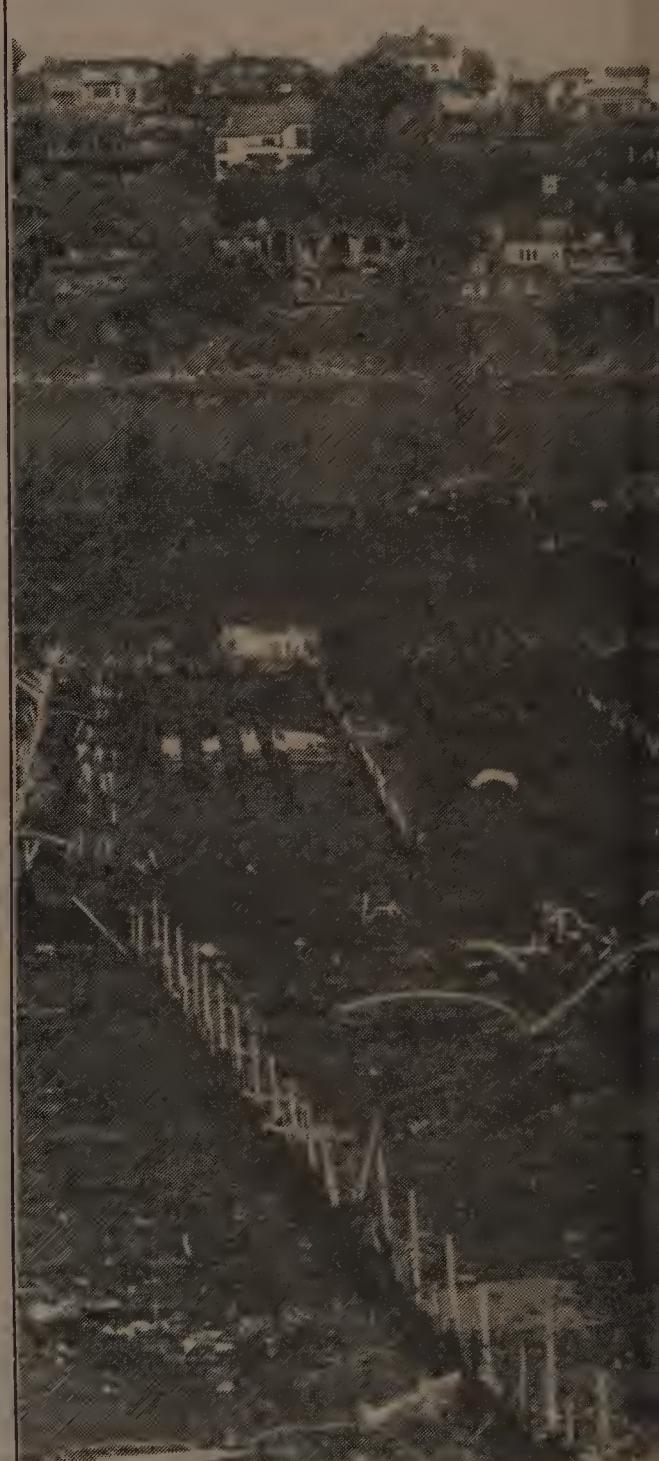
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tides

shouting "We're aground" right next to the jibe mark as all the boats in the world sailed down on them and passed.

The retreat of the waters also brings forth all manner of strange and interesting "bottom dwellers." Parts of old ships, rotted piers, sunken boats and abandoned barges see daylight once again. With a good set of hip boots, an amateur archeologist could have a field day. (We'll just sip beer and admire the view from the cockpit, thanks anyway.) There's also a distinct aroma emanating from said mudflats during said low tides, but we won't go into that.

Instead of the usual Clipper-Harbor-boat-ramp-underwater shot that we usually



— cont'd

run to illustrate the phenomena, our low-key mood on this particular day dictated a low-tide photo. This is the northern end of Sausalito's Kappas Marina at -.6 low tide. Believe it or not, on the lowest low tides of the year, which will occur next on June 3-4 and December 12, it gets more than a foot lower than this - 1.7 feet below "slack"! Highest water of the year is also on December 12: 7.3 feet. That's a total of nine feet of range, without taking weather extremes or rain runoff into account.

The moral of all this? Still waters don't always run deep. Watch your fathometer and tidebook.

honor or tube — cont'd

have grown up to be either a burned out flower child living in Golden Gate Park, or real estate baroness, power-lunching with the likes of Donald Trump. Even as we speak, the Belmont Slough land has been rezoned for future development (the \$140 million Island Park project is already going up next door) and the assistant City Manager has stated flatly that the Sea Scouts "will have to go eventually."

what boat in the backyard?

Bernard Lewis finds it hard to believe, but some people still drive by his small, two bedroom house on Alvarado Street in San Leandro and don't recall seeing the rust red, 70 ft boat adjacent to it.

"I'll be telling someone where I live," says Lewis, 57, "and I'll say it's right where that big boat is with its bow poking out into the front yard. They'll look at me and say, 'What boat?' Jees, how could they miss it?"

cont'd on next sightings page



what boat — cont'd

Looking a bit like Captain Ahab with a salt and pepper beard cut low on his chin and large, rimmed glasses, Bernard Lewis cuts a salty figure. He started his yacht, named *Princess Lida* after his Colombian-born wife, some 19 years ago. A truck mechanic by profession, and sometime sailor and adventurerer by avocation, he's been plagued by a bad back for years, but his spirit has never waned. He's traveled the West Coast on a Harley Davidson, and flew his previous wife and their children across the country in a small plane. Sailing away to warm latitudes, living cheaply with his wife and two young children and hauling passengers to make a few extra bucks are his current goals.

He didn't plan on the building project taking so long, however.

"There was another couple who started their ferrocement 45 ft cruiser over by the Oakland Airport about the same time I did," he says, sitting in the tiny living room of his small, spotless home - dwarfed all the more by the *Princess'* huge shadow. "It took them just three years and they were gone! Of course, they had money in the bank. I've had to buy this boat a piece at a time."

right place at

Until December, Cal State Hayward was the only campus in the Bay Area that didn't have a sailing club. Fortunately, that travesty has been corrected and in a big way. At this writing, the new CSUH sailing club has amassed 120 members in only 10 weeks. Holy Moley! Wish beautiful women would join our swinging singles club like that.

Still learning to crawl, the club has a few basic obstacles to overcome, such as not being able to sail their boats. They have eight small boats, including several Prindle and Hobie 16s, and possible use of a 40footer, but they have to wait for the campus to get insurance before they can



the right time

sail any of them. All things in time, though. At this writing, the club had already received non-profit status and organizers were in the process of making a formal presentation for recognition to the campus.

Short range goals, says co-organizer Peter Penso, are to establish environmental awareness agendas, a program to take disadvantaged kids sailing and to Angel Island and to do this year's Catalina Race. Long range plans include the formulation of an intercollegiate sailing team.

In view of the incendiary startup of the "Haymaker's" sailing club, the only other question we have is, why didn't somebody think of this 30 years ago? Go Cal!



LATITUDE/RICHARD

what boat — cont'd

Designed by San Francisco's J.P. Hartog, the mammoth hull has not gone completely unnoticed. Last winter, the City told him to finish up by December 31, or face punishment for violating the zoning laws. With support from the mayor and many of his neighbors, he applied for an extension, which was granted. He has until June of this year to get the 50-ton yacht off the site.

He thinks he can make it. Most of the interior is welded into place, includ-



SHIMON VAN COLLIE

Bernard Lewis is right: How could anyone miss 'Princess Lida'?

ing the galley and bulkheads for three staterooms. By summer, he plans to haul her down to the San Leandro Marina and move aboard, finishing the rest of the work in Oakland.

Now making it on disability payments (he has trouble holding his 20-month old daughter in his arms for more than 10 minutes) and a small retirement, Lewis hopes to head south within the year.

"I'm always talking to people who say they want to do what I'm doing," he says. "I tell them 'Hey, you're not getting any younger. Go home and get started! It'll take 5 to 10 times longer than you think it will.'

"It's just not an easy job."

- shimon van collie

baja ha-ha coming soon

Originally, we called it Baha Ha-Ha, but some Mexican officials thought that was too undignified, so they renamed it *Semana de las Regattas* Race Week. But that name seemed to weird out some of the cruisers who came, despite the fact that the very loose "racing" was only a small part of the festivities. So officially it is still *Semana de las Regattas*; unofficially we've renamed it Baja Sail Week, but most people still call it Baja Ha-Ha. If you're totally confused by now, just show up in La Paz on March 26 (Easter) and it will all make sense. Or if it still doesn't, you won't care.

Sail Week is open to everyone who shows up. You don't even have to be on a boat, though of course that is the preferred mode of winter travel in Mexico. You can stay an hour, a day or the whole week — there's something happening every day. Sail Week ends on April Fool's Day.

On March 26, Easter Sunday, government officials and a military brass band will open the show. The "Bajaians" crown Miss Baja and the "Hahaians" select the Queen of Sail Week. On Monday, there's a casual race/cruise about 20 miles north to Caleta Partida where the remainder of the festivities take place. Among events: dinghy races, kids' three-legged races, flipper races, wet T-shirt contests (guys judge), wet buns contest (girls

cont'd on next sightings page

SIGHTINGS

baja ha-ha — cont'd

judge), horseshoe world championships, chess, volleyball, fishing and about anything else anyone wants to do. The sailboat races, as mentioned, are Mondo laid back. They're open to all, and traditionally have been sailed in light air and flat water.

Drinks — Corona and Pacifico Beer, sodas and agua mierale — will be available at Partida. Otherwise, plan to bring your own vittles. There's plenty of space for camping ashore for landlubbers and good holding ground for everybody else. We're working on prizes.

If you've ever read any western history, this event is just like "rendezvous," where the mountain men used to gather together once a year for a week of socializing and revelry. The main differences are that at Sail Week, people wear fewer clothes and don't smell like skinned buffalo.

Hope to see you there!

building a better mousetrap?

Just as alchemists of the Middle Ages searched for a way to transmute baser metals into gold and present day doctors seek to conquer the common cold, sailors have long searched for the perfect bottom paint, one that is long-lasting, cheap, easy to apply and, lately, passes the Environmental Protection Agency standards. George Skiff Ford, III, a Mill Valley native now living in Sausalito, thinks he may have invented just such a bottom paint. He's convinced enough of it to have a patent pending on his discovery on file with the government back in New York.

"Actually, I stumbled on the idea for the paint three years ago while working on something else," says Skiff, a builder and entrepreneur whose latest endeavor, a 976 number for job information, should go on line this month. "I noticed a chemical reaction between seawater and a rigid material I was testing. That became the basis for the paint, which in lab tests has proven ten times harder than concrete. It's applied differently than other paints — it's a six-part process that involves curing between each step — but it lasts a lot longer."

How much longer? Skiff, who lives aboard a beautiful Victorian-styled houseboat he built himself two years ago, put the blue bottom paint on his fleet of toys — a Boston Whaler, a dinghy and an aging 505 — three years ago. "The stuff's incredible!" he claims. "There's still no algae or barnacles



Skiff Ford: Will the great bottom paint experiment work?

or anything on them."

Ford — which we think is a great name for an inventor — has been methodically testing his paint by planting dipsticks containing the substance

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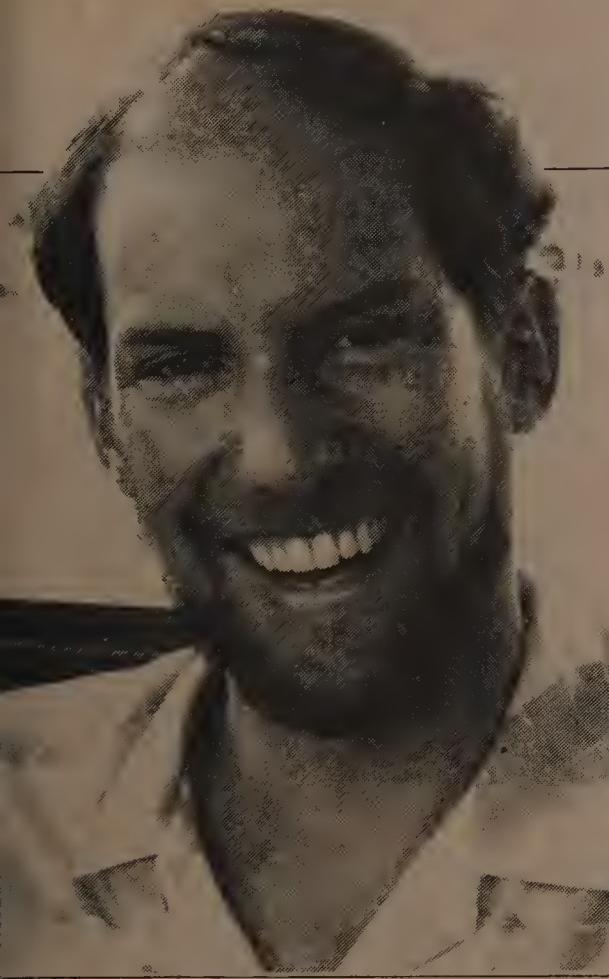
cruising

If you missed them at the Moscone Boat Show, you can catch John Neal and Barbara Marrett in February, when West Marine Products presents "Adventure Sailing," a multi-image slide show narrated by the two cruisers.

Using the latest in two-projector dissolve technology, John and Barbara take aspiring cruisers from outfitting and provisioning a cruising boat to actual cruising through the South Seas: Samoa, Tonga, New Zealand, Fiji and the remote Suvarrow Atoll are just a few of their stops. Also included in the discussions will be such diverse topics as cooking at sea, anchoring, piloting among coral reefs, even how best to deal with foreign officials. Barbara, a relative newcomer to sailing, is well qualified to address the fears and concerns of those who, like her, may be sailing offshore for the first time. John, the old pro of the team, is also well qualified. He's had more than 100 articles published in sailing magazines (including this one), and has authored the book *Log of the Mahina Tiare*.

boating safety

We often get people writing in who don't sail, but enjoy reading the magazine anyway. Hey, that's okay with us. Every once in awhile, though, our crisp, smooth, salt-of-the-earth writing style gets to 'em and they have to try it — sailing, that is. Our first rec-



COURTESY WEST MARINE PRODUCTS

seminars

Dates and locations for the multimedia show are as follows:

Feb. 21 - Scottish Rite Cathedral, San Diego.

Feb. 28 - Hyatt Edgewater, Long Beach.

Mar. 1 - AMFAC Hotel, Los Angeles.

Mar. 7 - Palace of Fine Arts, San Francisco.

Mar. 8 - Oakland Museum, Oakland.

All shows begin at 7:30. Tickets run \$4 at the door, or \$3 if you buy in advance at any West Marine store. For more information, call Roger Bowman at (408) 728-2700.

The "second half" of the Neal/Marrett program consists of Cruising Workshops. These two-hour (6:30 to 8:30 p.m.) events will be held at various West Marine stores up and down the West Coast. These will be more up close and personal, allowing attendees to ask specific questions about the cruising life. Admission is free, but space is limited, so be sure to contact your nearest West Marine for dates and reservations.

classes

ommendation is not to do it the way we did. The school of hard knock-downs may have a steeper learning curve when you think you're going to die, but these days the blood banks are hurting enough for people who

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better mousetrap — cont'd

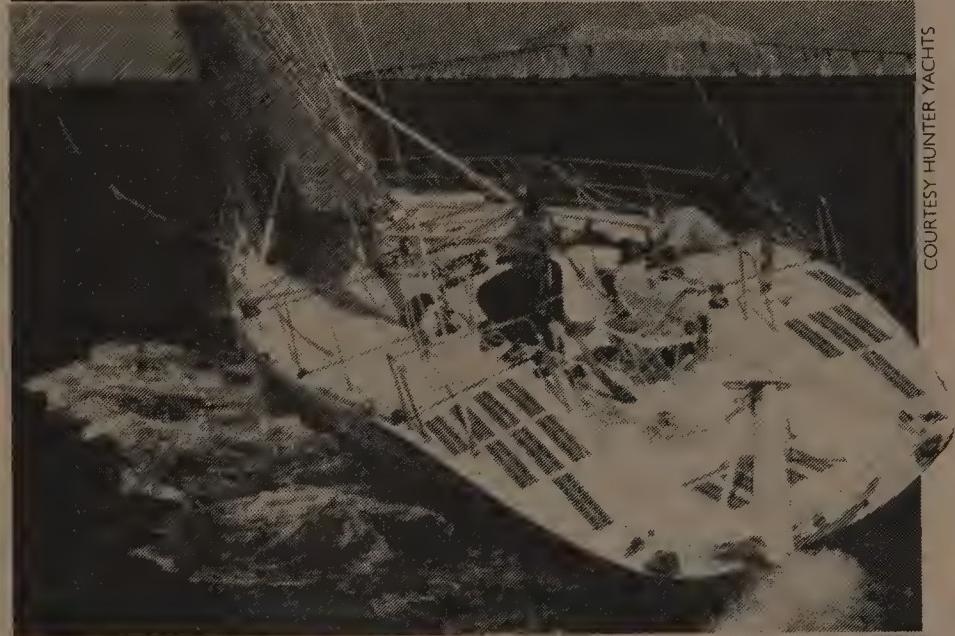
around the Bay and Delta. He checks them periodically, and so far, "the sticks keep coming up clean." If the product, which Skiff has tentatively named "Skifcore", passes the patent search process (which he expects it will in the next 120 days), he hopes to raise enough capital to bring it to market within the year. "It's a hobby that may actually pay off," Skiff figures.

Obviously, Skiff didn't want to spill all the beans about his new paint, but if his enthusiasm is any indication, boaters may be beating a path to his door in the future. We'll keep you updated.

watch history in the making

Elsewhere in this issue you'll read about the famous clipper ship *Flying Cloud* and her epic record-setting voyage from New York City to San Francisco in the mid-1850s. You'll also read about a hardy handful of boats and sailors intent on breaking that 135-year-old record in the next few months. Current leader of the group is Warren Luhrs and his crew aboard the 60-ft *Thursday's Child*.

Want to see history in the making? Tradewinds Sailing, the Bay Area's



COURTESY HUNTER YACHTS

'Thursday's Child' could become February's sweetheart.

Hunter dealer (Luhrs is CEO of Florida-based Hunter), is trying to arrange a flotilla of local sailors to greet *Thursday's Child* outside the Gate and escort her in.

At his present rate, Luhrs is expected to arrive sometime during the week of February 12 to 19. If you want to help cheer him in, call (415) 2374114 and give your name to Cindy Valentine. She'll keep your name on file and give you a call within a few days of Luhrs' arrival; then again within 24 hours to make sure you know when to rendezvous. We urge all sailors who can possibly make it to take part. It should be quite an event.

If you can't make the arrival, you can still get a look at the boat. For a week, it will be parked in front of Hawthorne's Restaurant in Marina Bay, next to the tallship *Jacqueline*.

short sightings

FLORIDA - Ed Williams has had it with Zero Tolerance. The difference between him and everyone else who feels the same is that he is doing something about it. By now, the Florida fisherman should have the signatures of 60,000 fellow boaters on a petition opposing the policy of searching and seizing private and commercial boats for even the minutest traces of drugs. Williams was driven to action by a "Nightline" segment on zero tolerance on TV, and by the seizure of a private yacht in New Smyrna Beach, a neighboring marina to his. The yacht had been broken into by a third party or parties who did indeed party, leaving behind empty beer

cont'd on next sightings page

SIGHTINGS

short sightings — cont'd

cans, open hatches and at least one roach - about a quarter inch of marijuana. According to Williams, the Coast Guard then proceeded to drill holes in the bulkheads looking for "additional drugs."

"The perception that 'I don't do drugs; it's not going to affect me' is a misconception," says Williams. "This policy affects everyone."

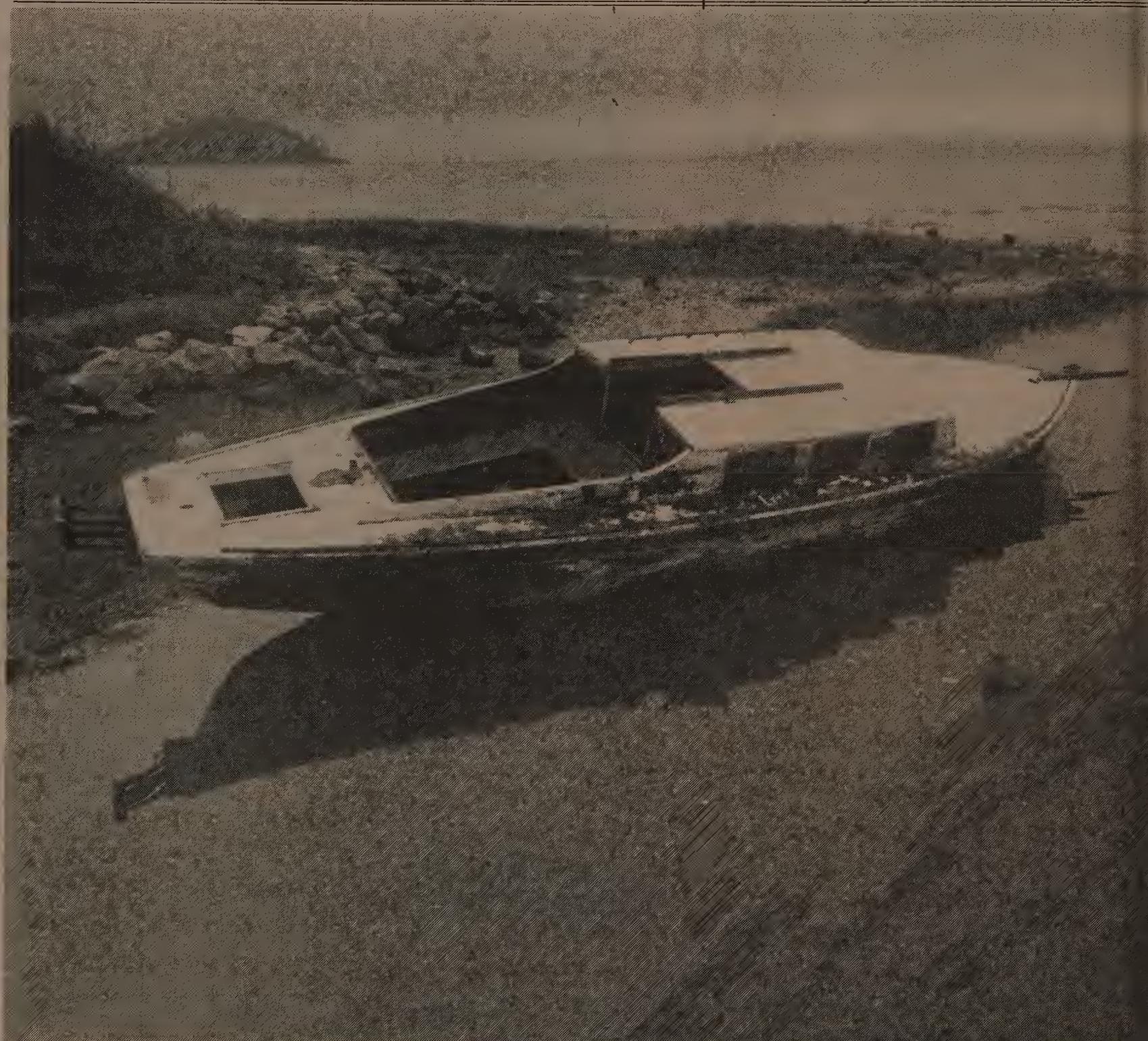
PUSAN - To give credit where it is due - and to prove that your input does count - NBC coverage of Olympic Sailing in Pusan totaled 54 minutes, about five times the coverage sailing got in the '84 Games by ABC. What swayed NBC decision makers our way were a National Sailing Industry Association (NSIA) media campaign, and about 500 letters to the producers asking for increased airtime. Well done, folks.

NORTHERN CALIFORNIA — News from GTE Mobilnet is that you can take it with you. Your cellular phone, that is. A new service called "Follow Me Roaming" allows subscribers Northern California to receive calls "automatically when travelling in numerous cities throughout the United States." *cont'd on next sightings page*

safety classes

really need it. Besides, these days there are such things as sailing schools and boating safety classes. There are upwards of six or eight sailing schools in the Bay Area, all of which we hear constant good things about. Boating Safety classes, many of which are starting up right now, are even more convenient. There's likely one within a few minutes drive of your home.

Boating safety classes are conducted by two separate organizations: the Coast Guard Auxiliary and the United States Power Squadron. Curriculums are similar, as are class structures: They both meet once a week in the evening and typically run for 13 weeks. The only fee is for materials and usu-



— cont'd

ally runs about \$20 at the most. Incidentally, these are also excellent places to send girlfriends, wives and other casual sailing companions who want to know more about what's going on in a casual atmosphere with others in, ahem, the same boat.

For more on sailing schools, check the ads in this issue. For more on Boating Safety classes, call the following numbers for locations and dates in your area: (415) 437-3310 for Coast Guard Auxiliary classes; and (415) 655-2454 for Power Squadron classes. But don't delay: classes don't start up again until spring and by then you want to be ready to go sailing!



It's the middle of winter — do you know where your boat is?

LATITUDE RICHARD

short sightings — cont'd

States" using only the usual 7 or 10-digit number. Locally, the 6,000-square-mile area covered extends 10 to 12 miles out into the ocean.

SAN FRANCISCO BAY — Fact of the month: Leslie Salt company gets 1.2 million tons of salt every year by routing Bay Water into shallow ponds in Napa, Newark and Redwood City and letting it evaporate. It takes four to five years for each pond to evaporate enough to collect the salt.

FLORIDA - Proving conclusively that truth is stranger than fiction, all J.J. Nelson needs is the go-ahead from the Miami Beach vice mayor to purposely sink his 50-year-old, 89-ft custom power yacht. And that's not even the strange part. Seems the *Ostwind*, built for none other than Adolf Hitler, is more trouble - much more trouble - than it's worth. Vice mayor Abe Resnick sums up the feelings of the Jewish community this way: "We want to apply the same solution to the *Ostwind* that Hitler was trying to apply to the Jews." In other words, burn it, maim it, deface it, then sink it, which is what people in the community have been doing every since J.J. got the darn thing anyway. He tried to sell it, to no avail, although a bunch of white-supremacist "skinheads" from Chicago offered to take it off his hands (thanks anyway, but no thanks). On the bright side, says J.J., "It looks like we're finally reaching the end of this 'Hitler boat business' once and for all. I wish it good riddance myself."

UNITED STATES The U.S. of A. extended its territorial waters last December 28, from 3 to 12 miles. Almost every other country bordering the world's oceans claims 200 miles.

MARIN COUNTY — Could surface storms whipping up tiny particles on the ocean floor be the cause? Maybe, maybe not. In any case, the earliest appearance in more than 60 years of the "red tide" prompted officials to put a quarantine on mussels and clams along the Marin County coast. The so-called red tide is a bloom of single-celled organisms that act as a "nervous poison," not harming the shellfish but being potentially lethal to humans. You know if you've got a bad case if either your heart stops beating or your lungs cease to function.

NORWAY — Don't mess with mother nature, chapter 987,765,654,213. Work on a million dollar experimental generating plant designed to be powered by the force of ocean waves has been put on hold indefinitely. It now lies at the bottom of the sea, swept from its foundation by gale-force winds.

HONOLULU — Austrian Peter Gottwald is number one and he's not too happy about it. His distinction is being the first person federal prosecutors have ever charged with harassing whales in Hawaii. He is accused of driving a boat directly at a pod of whales off Maui and coming within 50 feet of them. Harassing whales is a federal crime and prosecutors have warned that more criminal charges might be filed against others during the upcoming February migration season.

SAN FRANCISCO — The second half of the herring season began January 1 and runs through March 11. The herring fleet mainly hangs out off Angel, Treasure and Yerba Buena Islands; China Basin; Sausalito; and Richmond. They're not allowed to fish on weekends, but if you're lucky enough to get in a weekday sail, be sure to stay clear of their nets unless you want your face rearranged.

SAN FRANCISCO — An early January ruling by San Francisco U.S. District Judge Thelton means new hope for environmentalists seeking to protect dolphins — who have been dying in tuna seiner nets at the rate of more than 100,000 a year. Henderson's ruling requires that every U.S. tuna boat in operation carry an official observer to see that the dolphins are protected. Even still, the government has decided that it's acceptable for as many as 25,000 dolphins are year to die in tuna nets.

As smart as dolphins are, they still get tangled in nets. As innocuous and passive as nets seem on land, they are deadly. On January 17, an unidentified commercial fisherman got caught in his nets and was drowned five miles southeast of the Farallon Islands.

MARATHON, FLORIDA — The Coast Guard intercepted a sailboat loaded down with 70 people off this city in the Florida Keys. It's believed that the boatload of Haitians was trying to sneak into the United States illegally. Besides, they boat wasn't equipped with enough life preservers.

IN THE WAKE OF

In the final accounting of maritime things, when the cosmic logbook is closed for good, it will be determined that the year 1851 was the most significant time ever for American yachting. Remarkably, all in one summer, three nautical landmarks were achieved that have lasted virtually until today, 138 years later. First was the victory of the schooner *America* over England's finest in a race around the Isle of Wight, thus beginning the long tradition of Yankee sailing supremacy in the America's Cup. Second was the smoldering 89 day, 21 hour passage of the 229-foot

time, though that's being challenged recently as well). It was a time of peace and prosperity for the young country, whose population was a mere 23 million, five million less than the state of California's population today. The issue of slavery had been quieted briefly by the Compromise of 1850, and wouldn't rip the States apart for another decade yet.

And it was an exciting time: America was feeling her oats, rapidly expanding westward and emerging as an economic

We'll put up the sails,
let God take them down.

clipper ship *Flying Cloud* between New York and San Francisco. And third was the publication of Herman Melville's quintessential novel of the sea, *Moby Dick*.

The first milestone was finally broken in 1983, when *Australia II* wingkeeled the America's Cup away from us, thereby ending the longest winning streak in sporting history. The second record, *Flying Cloud*'s fabled sprint to the gold fields, was actually bettered three years later by the *Cloud* herself, though only by 13 hours. Her record-smashing two trips stand to this day. The third milestone, the mythical *Moby Dick*, has also aged well — it remains the greatest sea story of all time.

But, like our America's Cup domination, all things must pass. Lately, another of the once holy trio of records is in danger of tumbling, and given that no one these days is capable of reading *Moby Dick*, let alone writing it, that accomplishment is not the one that's particularly endangered. It's *Flying Cloud*'s record that is vulnerable, as five boats are currently trying to beat it (see sidebar). Quite likely at least one will do so, though to be honest, we'd like to see the record stand. It was a remarkable accomplishment, the stuff that legends are made of. Let's step back into time, and retrace the maiden voyage of the *Flying Cloud* on her breakthrough run to San Francisco.

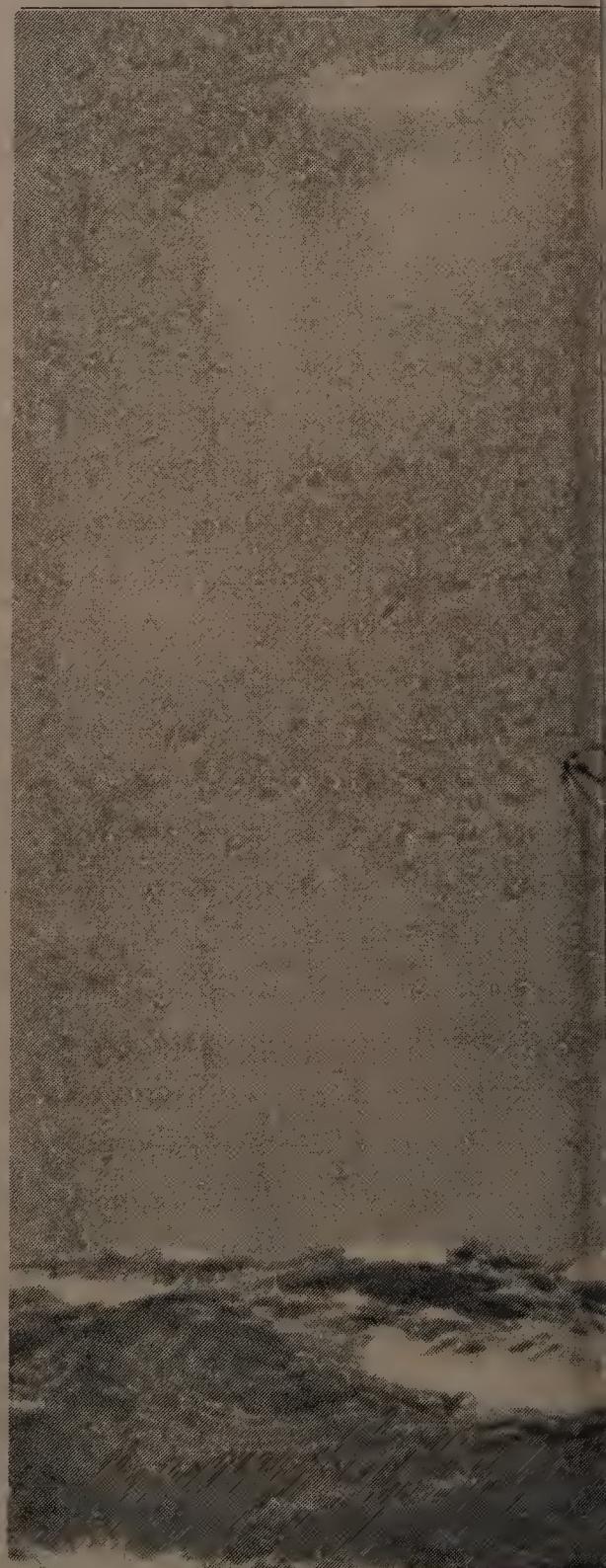
The year was 1851; Millard Fillmore was the 13th president of the United States (another milestone here: many consider Fillmore the most mediocre president of all

power. Gold had been discovered in the Sierra Nevada foothills two years earlier, hastening California's admission to the Union as the 37th state in 1850. Thousands of adventurers were lured to the West Coast by the prospect of quick riches, and soon almost every vessel on the East Coast with any sea-going capability was carrying passengers and cargo to San Francisco. And why shouldn't they when a ship could pay for itself in one voyage, given the inflated cost of goods on the frontier?

Clearly, the faster the passage, the more profitable it would be — and here is where the clipper ships came in. There were only a dozen American clippers in existence at the time, all smaller vessels, most running between China and New York. The first clipper to commute to San Francisco was the *Memnon*, which easily set a record of 122 days in August of 1849. That opened some eyes, as prior to that, most passages had taken nearly 200 days.

Quickly, the other clippers jumped on the Gold Rush bandwagon. By August of 1850, the record had been lowered to a then-incredible 97 days by the *Sea Witch*. Her cargo of merchandise, which cost \$84,626 in New York, sold for \$275,000 in San Francisco — almost quadruple the cost of the clipper ship. Needless to say, news of these phenomenal profits set off an unprecedented explosion of shipbuilding on the East Coast.

The next decade, before the advent of railroads and steamships, was the golden era of clipper ships. And of the 100 or so vessels recognized as clippers, it is generally agreed that none was more golden than



Flying Cloud, the second clipper ship to be designed and built by Donald McKay of East Boston.

Donald McKay, the preeminent shipbuilder of his day, ultimately created 12 of the 13 clippers that achieved runs of over 400 miles in a day. Originally from Nova Scotia, young Donald — one of 15 McKay children — had split for New York to make his fortune as a shipwright when he was only 16. He quickly rose through the ranks, becoming known as an energetic

'FLYING CLOUD'



The legendary 'Flying Cloud', blasting downwind with a bone in her teeth.

perfectionist. McKay built a series of fine ships, and was well positioned to capitalize on the clipper ship phenomenon of the '50s. His first clipper was the long lean *Stag Hound*, launched in 1850. She was an overnight sensation, more than paying for herself in one speedy trip to California, and immediately McKay was besieged with orders.

Flying Cloud was next. She was commissioned for Enoch Train, owner of the

White Diamond packets. Train, in a decision he later regretted, sold the boat for \$90,000 — a handsome profit — to Grinnell, Minturn & Co., of the Swallow Tail Line, before she was completed. When she slipped into the water on April 15, 1851, *Flying Cloud* was the biggest, and to many eyes, the most elegant merchant ship built to date. Her principal dimensions were: 1,783 tons (nearly twice that of the earlier China clippers), 229 feet long, 41 feet wide, and 21.5 feet deep. Her three-masted sail plan, from which she set every imaginable sail from "watersails" to "stud-

dingsails", towered 200 feet above the water.

She was towed to New York, under command of her newly appointed captain, 37-year-old Josiah Perkins Creesy, of Marblehead. Creesy, a veteran hard-driver known as "Perk" to his friends, was already one of the rockstars of his day, having made his reputation in the China and East India trade. Sailing with him was his wife Eleanor, who always served as her husband's navigator, a job she performed ably. They laid over in New York for a month while the *Cloud* was fine-tuned and

IN THE WAKE OF



Donald McKay, designer and builder of the 'Flying Cloud'.

crammed with butter, cheese and other merchandise for her first trip to California.

Finally, on June 2, 1851, at 2 p.m., the epic journey got underway. Creesy poured on the canvas from the beginning, taking advantage of what he described in the ship's log as "moderate breezes, fine weather". Clipper ships reefed only in the most extreme conditions ("we'll put up the sails, let God take them down" was a popular slogan), but perhaps Perk wished he



Josiah Perkins ("Perk") Creesy, captain of the 'Flying Cloud'.

had reefed when three days later gale force winds blew away the tops of *Flying Cloud's* aft two masts. His log entry was typically terse: "Lost main & mizzen topgallant mast & main topsail yard", but one can imagine the danger and confusion on the pitching deck as all hands worked feverishly to clear away the tangled debris. Just as racing boats today carry spare spinnaker poles, the *Flying Cloud* was equipped with extra spars and remarkably, within only 48

hours, the wounded clipper was restored to fighting trim.

As the ship flew southward, it was discovered on June 13 that the mainmast was "badly sprung four feet below the hounds", meaning the middle mast was twisted and partially fractured at the junction where the topgallant mast had snapped off. This, too, was fixed, but it was a source of anxiety for the rest of the trip. By this time, many of the 40-man crew — the majority of whom were landlubbers and/or lowlife seeking a "free" trip to the gold fields — were thoroughly terrified and probably welcomed their entrance into the doldrums on June 18. "Calm. Calm. Calm," complained Perk in his log on June 21.

But with the help of Matthew Maury's two "bibles", *Wind and Current Charts* and *Sailing Directions*, Eleanor got them going again in only four days. They passed the Equator on the 24th of June, 21 days out, and rounded the bulge in South America, Cape Sao Rogue, two days later. Instead of turning into Rio de Janeiro for repairs, as everyone expected, Perk aimed the *Cloud* straight at "Cape Stiff" and put the pedal to the metal. Crew moral plummeted, their mood worsening along with the weather.

THE CAPE HORN CLIPPER CHALLENGE

Four assaults on *Flying Cloud's* 135-year-old record are underway, with a fifth challenger expected to leave New York any day. In addition to battling the elements and the ghost of Perk Creesy for 15,000 miles, the five challengers are fighting for a newly announced trophy, the Clipper Challenge Cup, put up by the Manhattan YC last month. Here's how the fleet shapes up as of late January:

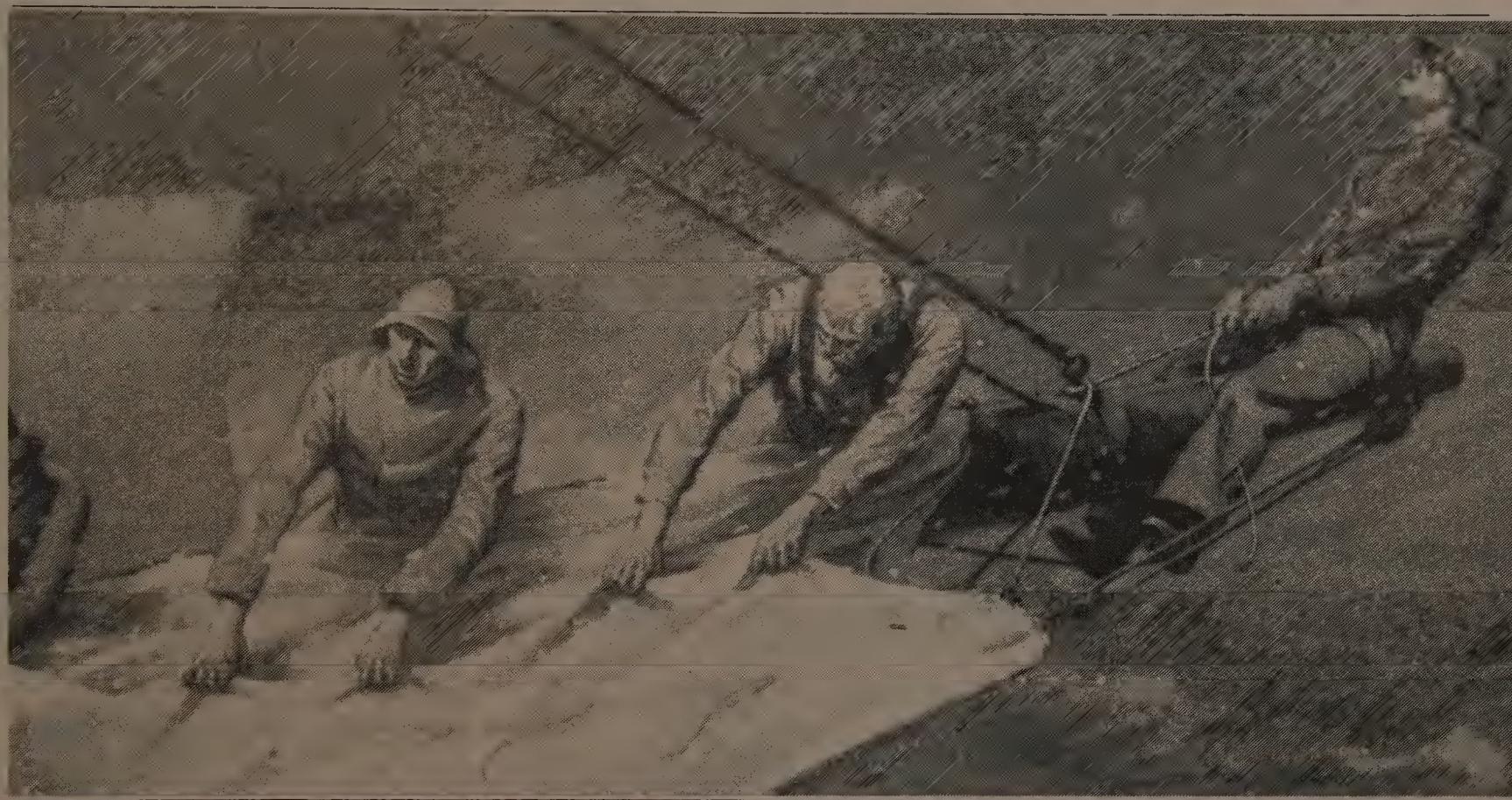
Thursday's Child, Warren Luhrs' 60-foot Hunter monohull, is well ahead of both the pack and *Flying Cloud's* record. Luhrs and his two crewmembers, all of Florida, left New York on November 23. The *Child* was tearing up the course, well over a week ahead of the *Cloud's* pace, when she hit a submerged object in heavy seas some 300 miles from Cape Horn. After turning back to the Falkland Islands for repairs (losing three days), Luhrs pressed on, rounding the Cape in relatively tame conditions (20-25 knot headwinds; air temperature of 50 degrees) on the 4th of January, 43 days out.

It blew 70 knots at the Cape not long after *Thursday's Child* passed through, but by then the boat was speeding north, averaging 10.5 knots in broad reaching conditions. As of January 23 at 1200 GMT, Luhrs was off Ecuador, only 3,479 miles away from the Golden Gate — now 8.5 days ahead of the record, and putting time in the bank every day. Anything could happen still — they have yet to negotiate the doldrums at the Equator and the high off California — but at the moment it looks like *Flying Cloud's* record is in jeopardy. According to Luhrs' shoreside coordinator, BOC veteran Tony Lush, "The boat and the crew are in great shape, the weather looks good, and everyone is guardedly optimistic about breaking the record."

If (when) the *Child* slips through the Gate before February 22, there's going to be one hell of a party. Meanwhile, the other three challengers on the course are hot on her tail, although it appears so far that only one is remotely near *Thursday's Child's* blistering pace.

In order of departure, another 60-foot monohull, **BNP/Bank of the West**, left on December 15. For French-American solo sailor Guy Bernardin, who now lives in Rhode Island, this is a grudge match: last March, he spent 18 hours in a life raft after his first boat sank just past Cape Horn while attempting to beat Perk's record. Bernardin, whose greatgrandfather skippered clipper ships around the Horn, is again sailing singlehanded and is currently off Uruguay. He's been forced to stop twice for minor repairs — in Bermuda and Recife, Brazil — but is still running about even with the record. However, it must be remembered that Bernardin, like those behind him, has yet to face the major hurdle of the race, the Horn itself.

Leaving the Statue of Liberty starting line in New York on January 1 was the 50-foot trimaran **Finisterre Bretagne**, skippered by Frenchwoman Anne Liardet and her crew (and fiance) Joseph Le Guen. Apparently, they were beat up pretty badly by a 50-knot gale almost immediately, and



The low point of the passage occurred on July 11, when *Flying Cloud* was hammered with the ugliest weather of the trip: "Very severe thunder and lightning. Double-reefed topsails. Latter part blowing

Reefing a clipper ship was hard and dangerous work, and doubly so in the snowstorms encountered at Cape Horn.

a hard gale, close reefed topsails, split fore and main-topmast staysails. At 1 p.m. discovered mainmast had sprung. Sent down

royal and topgallant yards to relieve the mast. Heavy sea running. Ship laboring hard and shipping large quantities of water over lee rail."

During the violent three day storm, *Flying Cloud* began leaking faster than the

CHALLENGE — CONT'D

then, to add insult to injury, sat becalmed for a few days. Weather is everything on a passage like this: *Finisterre's* position, just past the Equator, is the poorest showing of any challenger to date.

In fact, the fourth challenger, Frenchman Philippe Monnet's 60-foot trimaran *Elle et Vire*, has almost passed Liardet's boat, despite starting a week later on January 8. Monnet, sailing singlehanded, is running well ahead of the *Cloud's* pace, as well as roughly 100 miles ahead of *Thursday's Child's* equivalent run after two weeks. It's a bit early in the game to draw any conclusions, but it appears that Monnet has the skill (he holds the singlehanded circumnavigation world record, 129 days) as well as the equipment (his 60-ft tri has the fastest speed potential in the fleet) to do some serious damage to the record.

The fifth and last challenger, Georg Kolesnikov's 60-foot trimaran *Great American* (ex-Travacrest Seaway), is still being prepared in Newport, R.I., but plans to sail by the end of the month. Kolesni-

kov, who hails from Newport Beach, will be accompanied by Steve Pettingill of Newport, R.I.

Until seven years ago, no one had thought seriously about breaking the *Cloud's* record, arguably the longest standing and most illustrious elapsed time record in sailing. The trip was deemed too arduous; indeed, most authorities agree that it's more demanding than a circumnavigation, as it involves more upwind work. It also requires getting past dreaded Cape Horn the "wrong way", against both the prevailing wind and current.

Only five attempts on the record have been made in modern times; each failed to cross the finish line. Chay Blyth, the British adventurer who rowed across the Atlantic and is still the only man to sail nonstop around the world "backwards" (east to west), led the charge. Beginning in 1982, he racked up an expensive hat trick of failures with a series of boats named Beefeater. The first time, his boat dismasted only 20 miles out of New York. The next year,

Blyth never even got across the starting line; his delivery crew was forced to abandon the boat en route to New York. In 1984, Blyth finally took his best shot at the record: this time, his boat capsized a day past the Cape, sending Blyth and his crew-member into their liferaft for 19 long hours before they were rescued in critical condition.

In 1983, Southern Californian Michael Kane, sailing *Cystic Fibrosis Crusader* with two crew, was dismasted several hundred miles past the Cape. The boat was later abandoned. The last attempt, Bernardin's 1988 effort on the first *BNP/Bank of the West*, also was several days past the Cape when his mast failed, holing and ultimately sinking the boat.

So with the score 5-0 in favor of Cape Horn, but with five more challengers currently on the field (and at least one of them, *Thursday's Child*, knocking at the door), we're off to press. Could this be the year that *Flying Cloud's* record finally falls? More next month.

IN THE WAKE OF 'FLYING CLOUD'



The 'Flying Cloud' in New York on the eve of her journey into immortality.

men could pump, and it was soon discovered that two holes had been drilled in the bow. Creesy quickly seized the two crewmen who perpetrated the sabotage — no doubt they had hoped to force the *Flying Cloud* to port, where they intended to depart permanently — and threw them in irons. Two days later, when the storm abated, there was such a mess on deck that he momentarily "let the men out of irons in consequence of wanting their services".

On July 19, they passed the 50 degree south latitude and approached the Cape in a blinding snowstorm. The weather fortuitously moderated as *Flying Cloud* ran through the Strait of Le Maire, between Cape San Diego and Staten Island, under full sail. Mrs. Creesy's navigation was spot on, and as dawn broke on the morning of July 23, the crew saw the snowcovered 1,391-foot headland of Cape Horn five miles abeam to the north, much closer than most clippers ever dared to cut the corner. Perk didn't dally to enjoy the view; rather he ordered the top spars sent back up and pressed on even more canvas, trying to get away from the Cape while the weather window stayed open.

By noon of July 26, *Flying Cloud* was at latitude 50 degrees again, blazing up the west coast of South America in a fine breeze under clear skies. Their seven day "50 to 50" transit of the Horn was a record-breaker; many ships spent weeks or even months covering the same ground.

On July 31, as the weather piped up again, Perk decided to go for broke and left all the sails up. And why not? They were ahead of schedule, the ship (and the weakened mainmast) had weathered Cape Horn, the weather was getting nicer and the crew — probably sensing they had a shot at the record (now 96 days, set by *Surprise* right before *Flying Cloud* set to sea) — starting to rally behind their demanding skipper.

That day, off Valparaiso, they drove the ship as no boat ever had been driven before, pegging their rudimentary speedo at over 18 knots. They covered 374 nautical miles in 24 hours for a 15.5 knot average, the fastest any ship had ever gone (others would go still faster soon, but it would be 25 years before a steamship could better that day's run). There must have been quite a celebration on board after that news; surely Perk and Eleanor popped open one of their good bottles behind closed doors.

With excellent weather, Creesy kept the *Flying Cloud* in overdrive, clicking off the miles. They recrossed the Equator on August 12, continuing on for two weeks at an average of better than 200 miles a day. There followed a frustrating couple of days of "light and baffling" breezes. When the wind returned, Perk and his now fired-up crew

hoisted every sail they could find, only to lose their fore-topgallant mast. Despite being only two days out, they repaired it anyway and the *Cloud* flew on towards the barn. On August 31, the final entry in the log read: "Night strong and squally. 6 a.m. made South Farallones bearing North-East half East. 7 a.m. took a pilot. Anchored in San Francisco Harbour at 11:30 a.m. after a passage of 89 days 21 hours. Distance run — 17,597 statute miles. Daily average — 222 statute miles."

News of *Flying Cloud*'s accomplishment spread quickly. Creesy, after unloading his cargo, headed to China short-handed (most of the crew opted for the gold fields over the high seas), where he loaded up tea in Macao. Upon arrival back in New York, Creesy and the *Cloud* were given a hero's welcome.

Flying Cloud, which had paid for itself on its first circumnavigation, made six more trips to San Francisco and China; Perk drove for five of the six. On her fourth voyage in 1854, the weather was even more favorable than the first time and Perk shaved 13 hours off his own record. But from there, it was downhill for the *Cloud*: like all of McKay's clippers, she was built of soft wood and was starting to absorb water, thereby getting heavier and slower. But even as she dropped out of the front row contenders, the *Cloud* put in a 402 mile day on her sixth voyage, the one

Perk didn't dally to enjoy the view

that Perk sat out.

A depression and the Civil War did nothing for her, nor any other American shipping. She was sold to England, then traded to Australia, and ended her days in the Atlantic timber trade. In 1874, *Flying Cloud* ran up on the shore off New Brunswick in a gale, eventually being refloated and taken to the town of Saint John for repair. While in the boatyard, she perished in a fire. But the legend lives on.

— latitude/rkm

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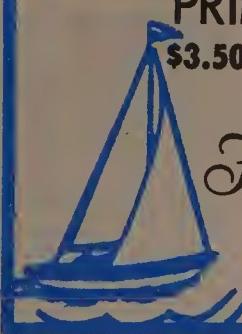
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MYRON SPAULDING:



SHIMON VAN COLLIE

Above, Myron Spaulding and friend. Right, 'Dorade' off Diamond Head during the 1936 TransPac.

Myron Spaulding came into this world the same year that Einstein presented his theories on relativity and one year before the famous San Francisco earthquake. Implausible as it seems, it's not hard to imagine that the combination of

"You young fart!
I would have
gotten you all
the way up!"

those two factors may have had something to do with his longevity. Perhaps the mass and energy of the big jolt combined to fuse

some special properties into his DNA structure. Whatever it was, 84 years later, his large head crowned with white hair, his face lined with patrician dignity, Myron Spaulding forges ahead with an energy a man half his age would envy.

Fact is, it's hard to catch up with him long enough even to do an interview.

"Can I come see you this afternoon?" I ask over the phone.

"Oh, gosh, no!" he says. "I've got to be over at Anderson's and go up the mast of *Sovereign*. You know, the maxi. They've changed the ballast on her and I've got to measure her up."

"What about tomorrow?" I continue.

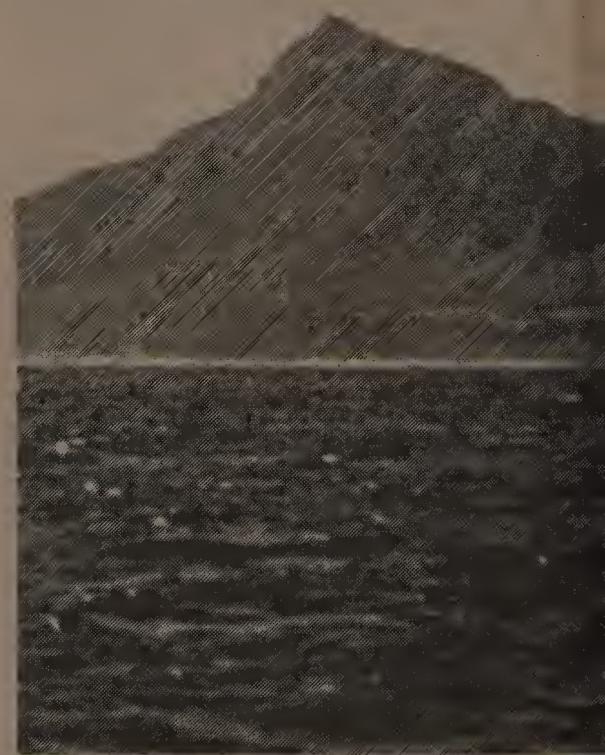
"Heck, no! Colin Case is supposed to bring over *National Biscuit* and I have to measure her!"

"When do you think you might have some time?" I ask, trying to hide my exasperation.

"Don't rightly know," he says, in his Jimmy Stewart disarming way. "I'm so damn busy around here."

"Around here" is Myron's large, white boat yard in Sausalito's Clipper Yacht Harbor. If you don't recall seeing Spaulding Marine in your travels around that city, that probably suits Myron just fine. There's no big neon sign to point the way, and the white wooden wall facing the parking lot next to Caruso's Fish Market gives no hint of what's inside. In fact, about the only way you know he's there at all is by the name painted on a mailbox by the front door and his white Chevrolet pick-up truck that usually sits out front.

Step through that door, however, and you're transported into another era. One where wood was king, where craftsmanship ruled and where high tech meant bronze



MEASURING UP TO EXPECTATIONS

fittings and dacron sails. Of course, those glory days ended years ago, and the shop could use a massive spring cleaning. The solemnity of the space, however, inspires awe. The stout wooden walls, piles of lumber, the half-finished 28-foot sloop covered with white tarps, wooden masts hanging from the rafters — they all muffle any outside sound. The passage of time is marked only by streaks of sunlight slowly marching across the sturdy 3x12 and 3x14 planks that make up the floor.

I finally descend on Myron unannounced at 8:30 the next day, hoping to corral him for a little while before he starts his daily duties. Standing in his small, cluttered office near the front door, he looks fit and lean. He sports a wool tweed blazer over a khaki vest and shirt. His spectacles are slung around his neck on a



COURTESY MYRON SPAULDING



Above left, Myron at the tiller of 'Suomi'. Above, sailing his 6-Meter, 'Saga'.

long retaining cord. Less than half his age, I am freezing in the January morning, but he appears unruffled by the temperature.

Like James Joyce's *Ulysses*, you can pretty much begin the conversation anywhere with Myron. Actually, he usually starts and you try to hang on as he jumps from topic to topic, tying together pieces of story that might span 10,30 or 50 years.

He points to the black and white picture on the office wall of the 50-foot yawl *Suomi* sliding across the Bay under full sails in the 1950s. Myron designed the yacht for Arvid Johnson, a Finnish carpenter and contractor who built the boat himself.

"She was sweet," says Myron with a

"Most of my friends have retired to a ranch someplace where they don't know what an anchor is."

smile on his face. "She was tiller-steered and you could bear off on the starting line and she'd just turn down smoothly without



COURTESY MYRON SPAULDING

MYRON SPAULDING:

putting the leeward rail under. We raced against Thomas Short's *Tasco*, a 50-foot Sparkman and Stephens yawl, and gosh, you'd try to bear off with her and you'd be climbing up the weather rail watching the water coming into the cockpit!"

Suomi was sold to a dentist in Newport Beach, he continues, and then sold again to Henry Meiggs, a member of an old San Francisco family. Meiggs and some of Myron's friends went down to sail her back from Southern California to the Bay and were run down off Point Arguello by a ship early in the morning.

"The ship's flagpole must have hooked the jib stay," he says, "and picked the boat up as it broke against the bow. She was so well built. Gosh, it must have been awful. All they found was half of one body."

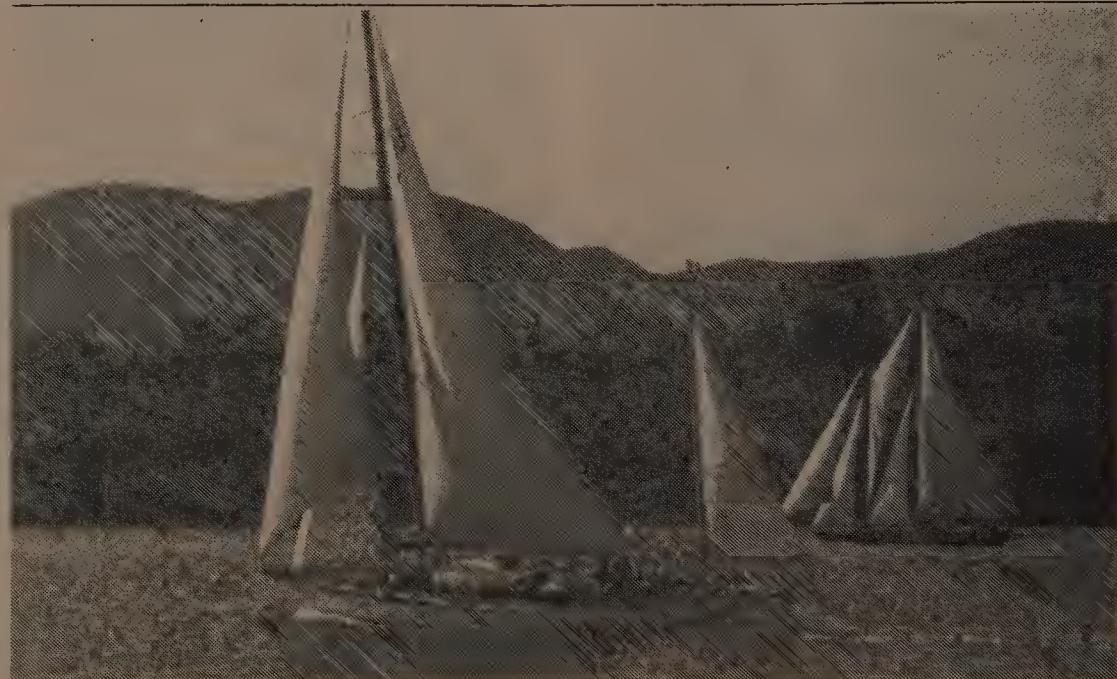
Suomi was just one of Myron's designs, including both custom and production models. Among the former was an early 37-footer called *Buoyant Girl*, which he built at his first boat yard at McNear's Beach in the early 1950s. Most of the boats on the Bay at the time were modified East Coast designs, favoring internal ballast. Myron reasoned that putting lead in the keel might make *Buoyant Girl* stiffer in the local breeze. The concept worked. Myron helped the owner race the yacht and recalls that "we had our own way for a while until the others caught on."

Another custom craft was *Chrysopyle*, a 45-foot yawl which Myron not only designed but built in his Sausalito shop for

Dean Morrison. In modern corporate terminology, he had total 'vertical integration' at the time. He lofted the lines on a deck above the main floor, steamed the frames, made the mast and even cast the 12,000-pound lead keel.

to as 'water-resistant'.")

The 28-footer currently under wraps in his shop has had a long birthing process. A friend had Myron design it almost 20 years ago for pleasure sailing. Almost finished, the yacht represents a time capsule with its



COURTESY MYRON SPAULDING

There were also production boats, such as the 20-foot Clipper sloop, of which some 50 or 60 were built. Perhaps best known are his six Spaulding 33s, built of marine plywood. ("They used to call it water-proof," he says, "but now it's referred

'Dorade' again, this time sailing the Bay in company with Painless Parker's 'Idalia'.

Honduras mahogany deadwood, white oak frames and Douglas fir full-length planking. Myron says the owner just doesn't know

SECOND OPINIONS

In Bay Area sailing, Myron Spaulding has seen it all and done it all. Yet he's never been one to flaunt it. When the fancy strikes him, he's one of those guys who can entertain you for hours with stories of past or present boats, races or sailors. But pull out a tape recorder and the torrent becomes a trickle that quickly runs dry. So to help tell his story, we contacted a few of the better known sailing personalities around the Bay. (Everybody, it seems, knows Myron—or at least knows of him.) Here are a few of their impressions.

Ken Keefe (boatyard manager; longtime IOR, One-Design sailor):

"Myron is one of the finest naval architects around, and probably has more knowledge in the marine trade than anyone in the Bay Area. His very successful *Chrysopyle* put him on a par with Rod and Olin Stephens. When I have something tricky to fig-

ure out about a boat, I talk to Myron. Some people call him slow and crotchety, but if you have your boat measured by him, it will be accurate."

Dick Miller (sailed against Myron in Birds and other classes from the late 30s on):

"Most of us considered him the best sailor on the Bay. He was always a fine guy and immensely knowledgeable. You asked him about a subject and he would tell you about it! As the years go by, I've realized how right he was."

Hank Easom (boatyard owner/manager, longtime Bay racer):

"I've been listening to Myron for 45 years, and I still listen to him. He's kind of my hero. He was fun to sail with, even tempered, and never got angry. He has a great mind. He built some great boats, like Su-

omi. She used to kick the hell out of *Tasco*, which was designed by S&S. He's measured all of my boats, and he's been very accurate and precise even if he does start the tape at the one-foot line sometimes!"

Bob Smith (yacht designer, IOR sailor): "What can you say other than he's a great guy? People will sometimes complain about how he measured their boat, but when they go to someone else to do it, half the time they get the same numbers. If they don't, it's not Myron who made the mistake. We all wish we were as sharp as he is now, not to mention what we'll be like at 84. He certainly doesn't make growing old worrisome."

Warwick "Commodore" Tompkins (a sailor's sailor, in his long career, Commodore has raced and/or sailed nearly every type of boat in every major event in the

MEASURING UP TO EXPECTATIONS

what to do with it now, so it sits.

"Most of my friends have gotten older," says Myron. "They saved their dough and retired up to a ranch someplace where they don't know what an anchor is!"

There's no retirement for him, however. He acts as one of the Bay Area's two official U.S. Yacht Racing Union measurers, qualified to certify both IOR and IMS ratings. His attention to detail and accuracy is well known.

"He's amazingly sharp," says Alameda yacht designer Carl Schumacher. "You think he's stumbling along in that way of his and you wonder if he's all there, but as

Less than half his age,
I am freezing.
He appears unruffled
by the temperature.

soon as he starts talking you realize he knows exactly what's going on."

His fellow measurer, Dick Horn of

world)

"Myron is the doyen of Bay Area yachtsmen. He is the most instructive influence I've had in the sailing game. What I've learned from him is subtle and pervades my life. I recall sailing on *Suomi* in a Buckner race. As the boat wallowed in a weak Southwesterly, three of us were standing under the spinnaker at dusk trying to figure out what to do. We all decided that we should tie the clew down so it wasn't free to oscillate, then use a secondary sheet. Just as we came to our decision, Myron straightened up from just having done it.

As a designer and builder, he's a perfectionist. After seven years of hard racing, I remember *Buoyant Girl*, the boat he built for Dr. Harold Rosenthal, getting hauled for a major refit. However, when Myron surveyed her, he came to the conclusion that the only work that needed to be done was to replace the screws on the genoa track!"



Measuring the boathouse. Myron periodically jacks the whole structure up to keep it level.

Lafayette, holds him in very high regard. Sometimes the pair have to measure the same boat twice, such as Irv Loube's One Tonner *Bravura* for last fall's world championship. Horn characterizes Myron's work as impeccable.

"He goes up the mast on every boat he measures," he adds, recalling a couple of years ago when Horn had to stand aside as Myron put the ruler to his own boat, the Schumacher 30 *Screamer*. "It got to be time to go up the mast and I said, 'Myron, you're getting old, why don't you let me go up?' He stared at me over the top of his glasses and told me to get ready to grind. I winched him up to the second

spreader and just ran out of gas. He looked down at me shouted, 'You young fart! I would have gotten you all the way up!"

But measuring and building boats is really Myron's second career. Born in Eureka, he came from a musical family. His brother studied piano — poorly, according to Myron. When his father asked young Myron what instrument he'd like to study, he replied anything but the piano, having heard his sibling play. The next night, his father brought home a violin and that was that.

The family moved to San Francisco when Myron reached his teens and he attended Polytechnic High School, which used to be adjacent to Kezar Stadium. Myron remembers the surveyors laying out

MYRON SPAULDING:

the gridiron palace while he was in school. He played in the school orchestra and, with the help of some good teachers, eventually found work as a professional musician.

"I played in theaters, orchestra, for dinner resorts, the ballet and the opera," he recalls. "Even for silent movies, like *Ben Hur*, and for vaudeville at the old Fox Theatre on Market Street. The orchestra played on an elevator that rose up out of the floor. Oh, it was grand!"

Myron's first boat was a 16-foot keelboat he built in woodworking class at Polytechnic. He and Denny Jordan, who had his own 21-foot Coyote Point centerboarder, spent their afternoons racing against one another off Crissy Field. With his weighted keel, Myron would usually win going upwind, but Jordan would catch up downhill by raising his centerboard.

"Since he played in the symphony," recalls Jordan, "Myron always had lots of time off. He later had a Bird boat and he'd come down every afternoon and practice, going on to win several season championships."

Myron downplays his competitive successes, but Jordan and George Johnson, another contemporary, recall that he was very competent, both as a seaman and a racer.

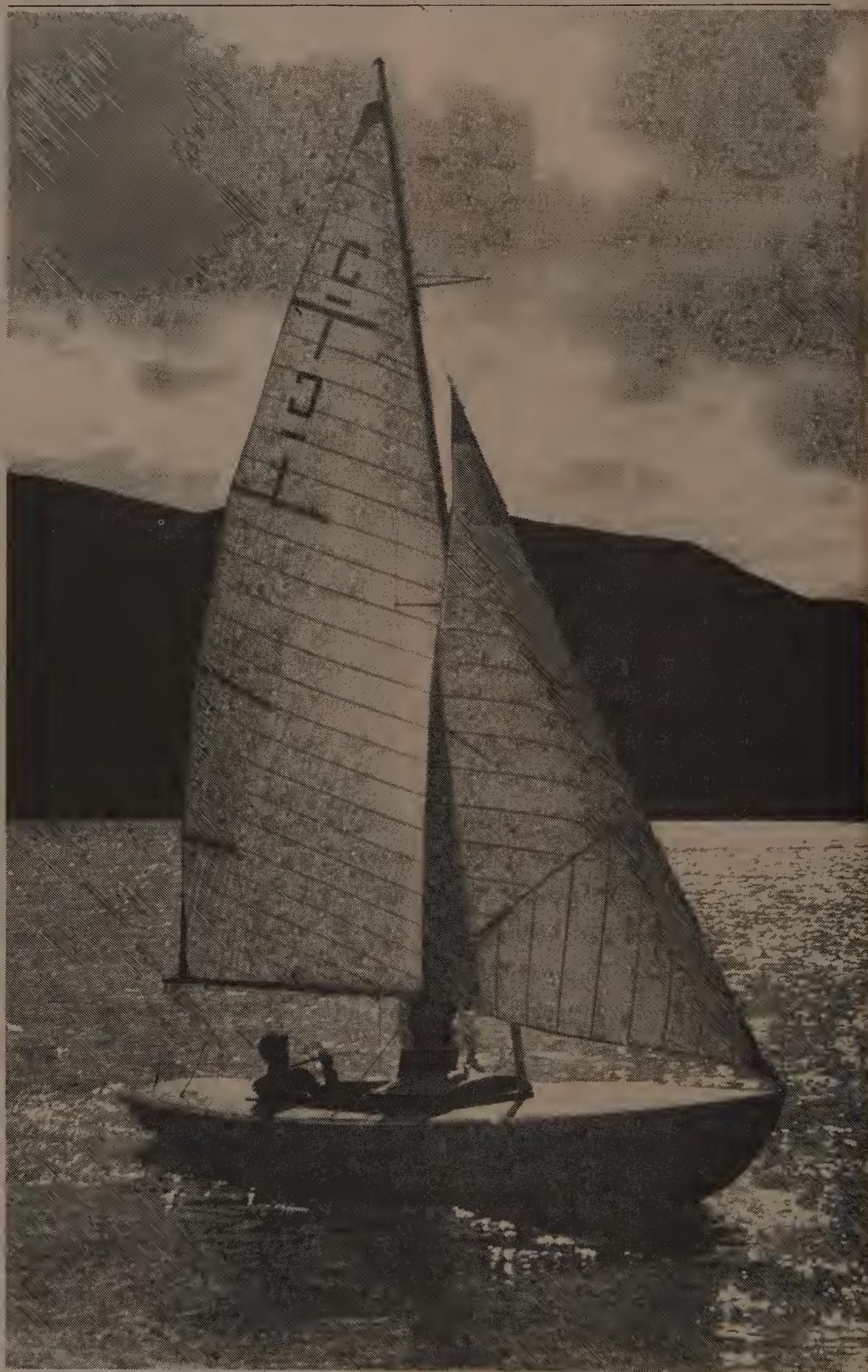
Johnson recalls one cruise with Myron north of the Golden Gate. They wanted to get into Tomales Bay on a 35-footer but the wind and the waves made conditions particularly nasty. After waiting for an hour and a half, they decided to go for it.

"This wave broke under us, stopping the engine," remembers Johnson. "Myron was at the helm and we just started surfing sideways. Eventually he got the engine going again and we made it through. I still have a home movie of him pouring water out of his seaboots!"

Perhaps Myron's biggest claim to sailing fame was being captain, crew and

he sailed. In mock horror, he recalls that they competed without an engine and their radio broke enroute.

"By gosh, we were totally on our own," he says, with a not too subtle disdain for modern reliance on such



"It must have been awful. All they found was half of one body."

navigator aboard Jim Flood's 52-foot S&S yawl *Dorade* when she won the 1936 TransPac race to Honolulu, one of six that

MEASURING UP TO EXPECTATIONS

equipment. "I don't know how we survived! Ha, ha!"

In 1950, Myron took a leave of absence from the symphony to pursue his dream of owning a boat yard. He started at McNear's Beach but soon after moved

"He goes up
the mast of
every boat he
measures."

into Clipper. The 90x360-foot lot was part of the government's World War II shipbuilding yard, much of which had been reclaimed from the Bay with mud fill. He drove 90-foot pilings into the muck to make sure his building and dock, especially his derrick, stayed put. His foresight proved wise. Over the years, the ground has slipped and swayed, settling as much as 20 inches and moving south as much as three feet out at the end of his pier. He made provisions for the sinkage, too. Using 25 jacks, he periodically raises the building up

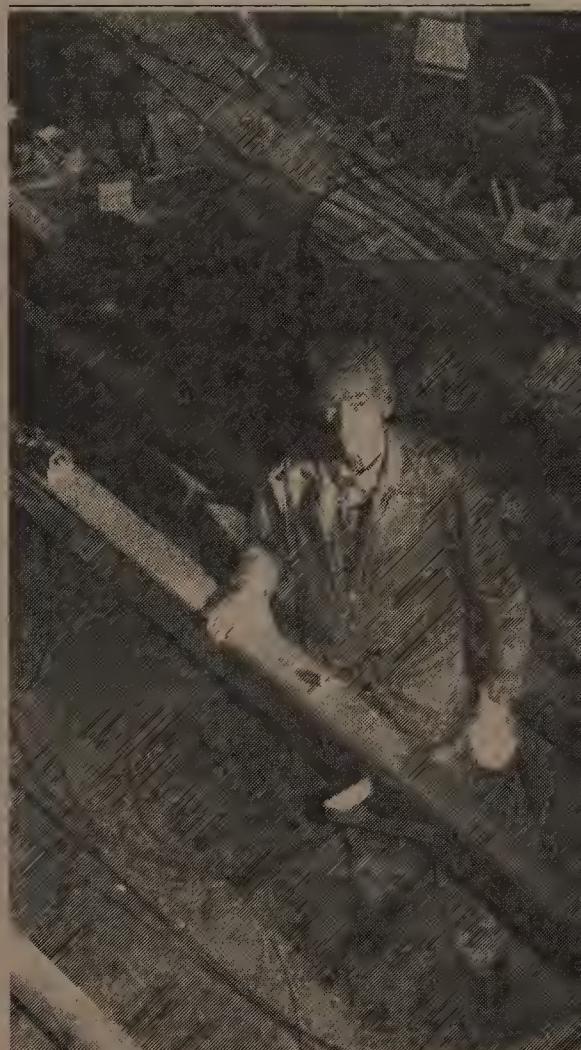
himself in the early years of the yard. He met Gladys, his wife of more than 30 years, through sailing. The couple make their home in Sausalito, a few minutes from the boatyard.

The boatyard never became much of a financial success, unfortunately. He says a lawyer told him at the outset not to be too kindhearted with people, but he didn't heed that advice. He took on several apprentices over the years, but found that they only stayed long enough to learn skills that they could then sell on their own. Now with sky high insurance rates, he can't really afford employees.

And so he putters along. There's a Triton called *Loki* sitting on a cradle outside. She was found abandoned on the Bay a few years ago and Myron got the job of fixing her up, only to have the owner disappear. Under the derrick is a gray and blue steel ketch called *Therese* which needs work on her rudder and bottom paint.

A wily white cat wanders down from the ketch. Myron scratches her neck, saying that two weeks ago she showed up wild and untouchable. She rubs against his leg while he talks to her.

"I like having cats around," he says. "When the City chased all the pigeons out,



Stepping through the door of Spaulding Marine is like being transported into another era.



COURTESY MYRON SPAULDING

Left, Clipper #1, circa 1949. Above, another of Myron's TransPac rides was on Elmer Peterson's 'Java Head' in 1951.

another inch or two and adds chocks to keep it there.

Myron did some settling down

they came over here and they used to shit all over the place. It was hell trying to do varnish work."

Obviously, Myron isn't doing much varnish work these days. He is, however, quite active measuring boats, a job he

inherited from San Francisco naval architect George Wayland almost 60 years ago. The predominant measurement system at the time was the Universal Rule. Myron's memory and knowledge of the various formulas and factors that came after are encyclopedic.

"They got to be so contradictory!" he exclaims, referring to the different systems such as the Cruising Club of America (CCA) rule, the Royal Ocean Racing Club (RORC) rule, the International Offshore Rule (IOR) and now the International Measurement System (IMS). "It's good for business, though. All those sails they have to buy. Oh, my!"

It's also good for measurers, and it keeps Myron on the run. He works out of a little blue punt, measuring tape in one hand, pencil and note pad in the other, circling the yacht in question, measuring, calculating, figuring as he goes. And when he's ready to go up the mast, young farts like us heave to, seeing if we can get his spry, sassy frame up to where the eagles fly.

— shimon van collie

MIDWINTER RACING '88-'89:

In sailing circles, the summer of 1988 will long be remembered for stiff breezes and wild rides on San Francisco Bay. The winter of 1988-89 may be quickly forgotten for just the opposite reason — hardly any wind at all.

But we're generalizing. Of course there was some wind some days. Though it was definitely of an adolescent sort: you know, you're never sure when it's going to get there and five minutes later it's ready to change direction or leave. We think we re-

able races, if for vastly different reasons than their summer counterparts. There were postponements, groundings, more postponements, disappearing marks (yeah, Yellow Bluff again), abandonments, and a lot of dipping into the dregs of the crew list

Below, tight racing "action" at a no-air mark rounding. Spread. 'Zot!' enjoys a brief breath of benevolent breeze.

the November 13 MYCO bash that was cancelled due to gale-force winds. Feast or famine, eh?)

Another place they all ran to when the wind wasn't blowing was the ski slopes. On one purely reconnaissance mission to Heavenly, we were shocked at how many familiar faces we saw. At \$35 for a lift ticket and a great, thick snowpack, that industry is having a super season. We mention this only because when they did sail, it looked like many folks just wore their ski clothes. A great idea, since the only way you could get wet was to fall in, or have one of those dental-floss size light-air sheets drag in the water and splash you.

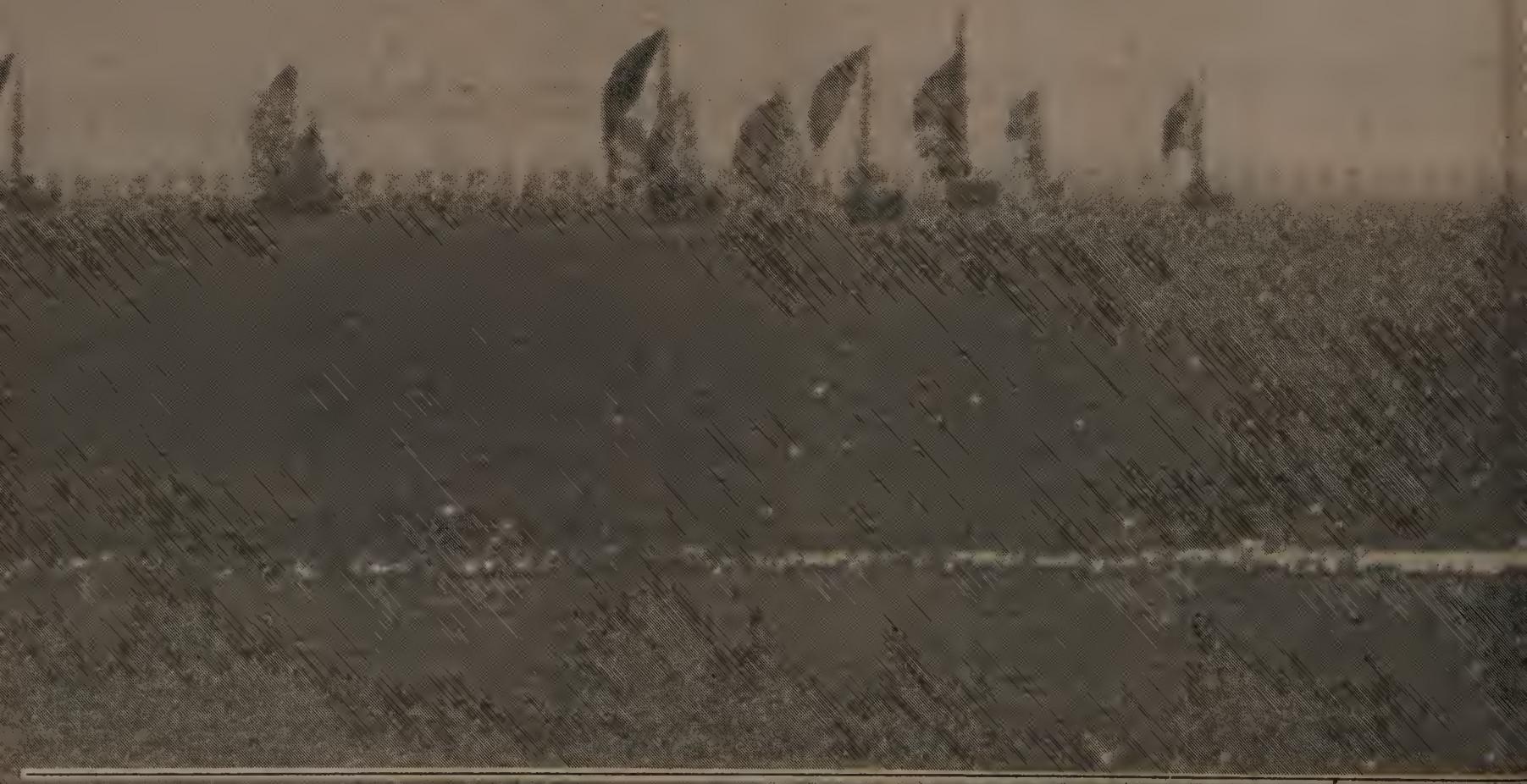
And if you're one of those strange people who think racing in light air "is just as demanding as heavy air racing," yeah, right. If you think that's hard, you should try making photos of it look exciting. Sheesh! Lesser shutterbugs would have shrunk back to their darkrooms in horror. But we have a saying around the office: when the going gets light, you're getting near the end of the tunnel. Once again, we triumphed over some of the most adverse conditions known to man to bring you the following highlights of this year's midwinter racing.



call even seeing the sun a time or two while chipping the icicles off our camera lenses.

And naturally there were some memor-

when regulars were out with the flu or would rather watch some silly football game than participate in a real "man's" sport. (The one exception to the rule was

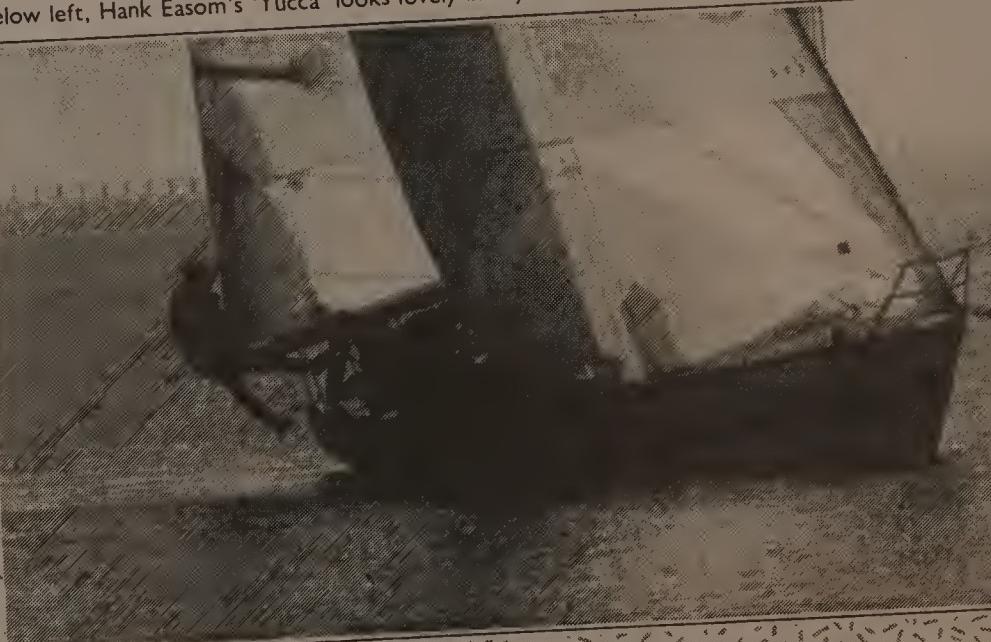
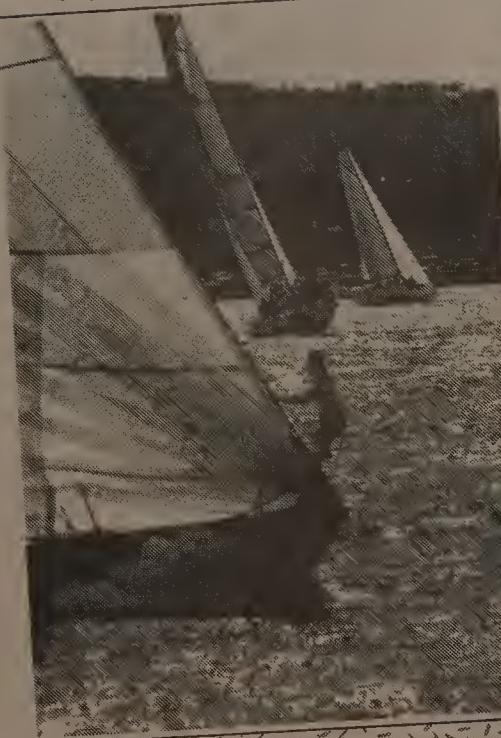


JUST SHOOTIN' THE BREEZE



MIDWINTER RACING '88-'89:

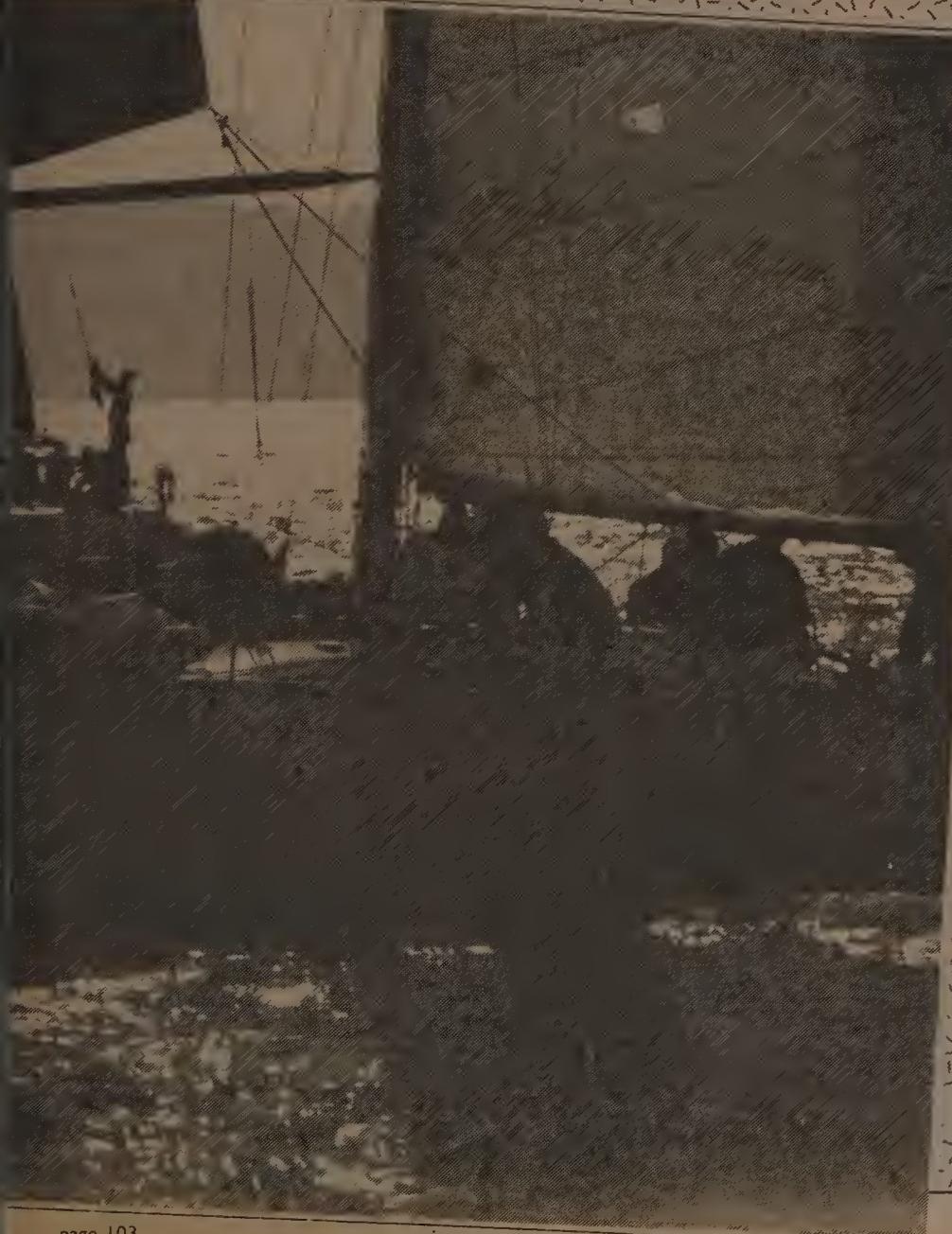
Left, no, this photo isn't in the wrong article. There was wind back in September.
Below, 'Excalibur' aground at the leeward mark. Rockin' and rollin' got her goin'.
Below left, Hank Easom's 'Yucca' looks lovely in any breeze.



JUST SHOOTIN' THE BREEZE



Right, what's wrong with this picture? Hint: the starting gun just fired. Right below, you gotta pay attention when "broaching Bernie" is on the stick. Below, just chutin' the breeze in the afternoon sun.



Some Like the California to Mexico

The pace, like the weather on the tip of Baja, is heating up in Latitude's Second Annual "Some Like It Hot" California to Mexico Cruisers Rally, as evidenced by this latest installment of finishers, the third we've run in as many months. Previously, we listed 223 Rally winners (we make the rules, therefore we have decreed that everyone who finishes wins) who passed through Cabo earlier in the season. This time, we're listing 96 more members of the "Class of '88/89" that checked in with our "southern headquarters" at Papi's Deli in Cabo San Lucas. Why 96, you wonder? No reason in particular, that's just how many more had signed up as of January 4, when Gil and Karen Oyanguren, the friendly Papi-people, directed the list north.

By the time the Rally ends on February 1, we figure over 400 boats will have participated. "They're signing in at a rate of four or five a day now," says Gil, who notes that the Rally numbers are up from last year. "A few weeks ago, we even recorded something like 15 or 16 in one day, a new record!" Aside from that excitement, Gil

Rally participant #56, Dr. George Latham (Trumbly 41 Wind Dancer; Newport, Oregon), delivered the child. Nice going, George! Next there was a block party put on by Cabo merchants on December 20 (once again, Gil dressed up as Santa Claus and rode the Cabo fire engine into the poor district, distributing toys to the less fortunate kids in the community), various Christmas functions and the annual "Some Like It Hot" New Year's Eve bash at Sr. Sushi's. "Next year, we're going to have to find a bigger place for that," figures Karen.

According to Gil, most all Rally participants claim they'll show up for some or all of the Sea of Cortez Sail Week on March 26-April 1, which could make it the biggest and zaniest get-together yet. Daydreaming about that event is what's been keeping us sane here in the Latitude basement: we're looking forward to putting the names and the faces together there, seeing old friends and making new ones. We're particularly interested in meeting Rally participant #185, a fellow named John Erickson, who singlehanded his 20-foot *Tarka* from San Diego to Cabo in 18 "lumpy" days. We'll bet he's got some stories to tell!

Next month, we'll wrap up the "Hot Rally"; however, the grand winners (remember, everyone's a winner) won't be announced until the middle of Sail Week. See you there!



LATITUDE/ROB

The finish line: Papi's Deli in Cabo San Lucas.

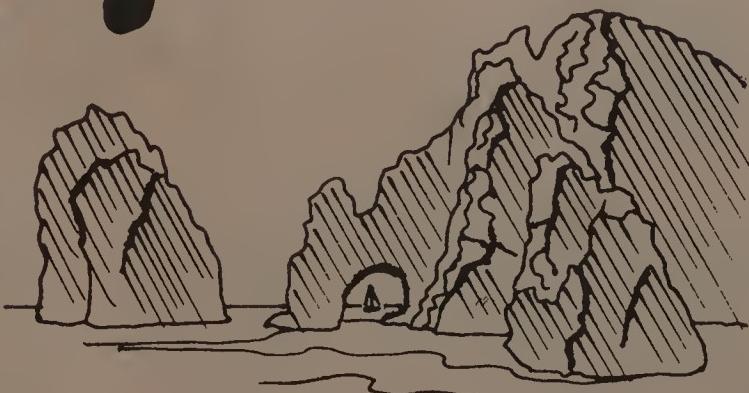
says there's not much new since last month. As far as he can tell (and he and Karen run the Cabo Net, so they should know), no one's had any problems at all this year — fantastic cruising, but dull reporting. "A few boats have been stranded briefly at Los Frailes, waiting for the northerlies to die down so they could get on up to La Paz, but nothing serious," says Gil.

The holiday shoreside activities in Cabo were, by all accounts, quite festive. The first cause for celebration came on December 16, when Karen gave birth to her and Gil's fifth child, Bentina Rosalia.

139. **Sea Shell**/ 48' powerboat/ V. Schram/ M. del Rey/ Mainland.
140. **Footloose**/ 46' cutter/ Fred Williamson/ San Francisco/ ???.
141. **Blew By You**/ Columbia 43/ Darrell Brittell/ SF/ "south".
142. **Allegra**/ Spencer 42/ Ian Monsarrat/ Vancouver, BC/ ???.
143. **Odyssey**/ Vagabond 47/ Scott Miles/ Los Angeles/ Bahamas.
144. **Ankaa**/ 32 Monk/ James Jaqua/ Port Orchard, WA/ La Paz.
145. **Noe Mar**/ 35' yawl/ Taylor Byers/ Victoria, BC/ "south".
146. **Natura**/ motor sailor/ Joe Frechette/ San Diego/ La Paz, PV.
147. **Sai Baba**/ Yorktown/ Dominick Julian/ Long Beach/"south".
148. **Golden Dolphin**/ Rafiki 35/ Al Fox/ Santa Barbara/ PV.
149. **Magic Carpet**/ C. Dory 33/ C. Wagner/ Sausalito/ Z-town.
150. **Crystal Wind**/ ketch/ M. Vienneau/ San Francisco/ PV.
151. **Canta Libre**/ W'sail 32/ K. Gardner/ M. Landing/ Acapulco.
152. **Sea Witch**/ ketch/ R. Driscoll/ Honolulu, HI/ "just cruisin'".
153. **Canada Goose**/ Roberts 53/ Dave Deeks/ Victoria, BC/ PV.
154. **Scorpion**/ Van de Stadt/ C. Gottschalk/ San Diego/ Z-town.
155. **Amity**/ Spencer 51/ Jim Beebe/ Seattle, WA/ South Pacific.
156. **Scheherazade**/ Ingrid 38/ Dale Connolly/ Seattle, WA/ UK.
157. **Coaster**/ Crealock 37/ Barry Bristol/ Cheshire, OR/ La Paz.
158. **Teddy II**/ schooner/ Kevin Marsden/ Pender Island, BC/ NZ.
159. **Spring Fever**/ Maple Leaf 48/ J. Mulder/ Canada/ Carib.
160. **Tin Soldier**/ 50' steel sloop/ R. Philipchalk/ BC/ Mexico.

it Hot!

cruiser's rally



- 161. **Mad Duck**/ Cheoy Lee/ Ed Bell/ San Francisco/ PV.
- 162. **Meridian**/ SC 40/ M. Huntington/ San Francisco/ Z-town.
- 163. **Running Free**/ Contessa 32/ M. Baxter/ SF/ Sea of Cortez.
- 164. **Madre Cuerno**/ KC 40/ J. Lewis/ Richmond, CA/ Acapulco.
- 165. **Sonisa**/ Mason 38/ Bill Finley/ Vancouver/ New Zealand.
- 166. **Kismet**/ Pearson Vanguard/ Bill Heinlen/ SF/ Mainland, HI.
- 167. **Nepenthe**/ Oceanic 38/ J. Chandler/ SF/ So Pac., "beyond".
- 168. **Kingfisher II**/ Searay 28/ Rex Biegert/ Nebraska/ Cabo.
- 169. **Imagine That**/WW 35 / M. Bourassa/ Canada/ the Gulf.
- 170. **Mahi Mahi**/ GB 42/ Steve Crosson/ Houston/ Sea of Cortez.
- 171. **Tempest Dancer**/ Cascade 36/ F. Johnson/ Portland/ Carib.
- 172. **Daonna**/ 48' cutter/ Dana King/ Ventura, CA/ PV.
- 173. **Jessie Marie**/ 44' ketch/ Dick Sargent/ Newport Beach/ PV.
- 174. **Mapuana**/ Alajuela 38/ G. Goodson/ Hawaii/ "south & west".
- 175. **Seis Anos**/ trimaran/ Jim Welch/ Channel Is./ "points south".
- 176. **Serendipity**/ Island Trader 51/ R. Lucas/ Portland/ So. Pac.
- 177. **Tanstaaf!**/ Catalina 27/ R. Merriam/ Oceanside, CA/ La Paz.
- 178. **Lene Marie**/ 1910 Baltic Trader/ J. Donovan/ SF/ Med.
- 179. **Hi Dad**/ 45' trawler/ R. Cockburn/ Vancouver, BC/ "cruising".
- 180. **Malia**/ unknown/ P. Aguilena/ San Francisco/ Acapulco.
- 181. **Nord Saga**/ Owens 37/ Tom Gast/ Arcata, CA/ So. America.
- 182. **Dreamweaver I**/ 52' ketch/ D. McKay/ Victoria, BC/ "south".
- 183. **Tandem Cay**/ Nor'Sea 27/ Steve Halsey/ SF/ Sea of Cortez.
- 184. **Palahna Rosa**/ M. Leaf 63/ W. Protsack/ Canada/ Acapulco.
- 185. **Tarka**/ Space Sailor 20/ J. Erickson/ Idaho/ Bahia de L.A.
- 186. **Suzanne**/ Tayana/ Jim Andrews/ Oak Harbor, WA/ Sea of C.
- 187. **Harvey Byron**/ 54' sail/ F. Van Raden/ Portland/ Sea of C.
- 188. **August Dame**/ B.C. cutter/ R. Davis/ Las Vegas/ Acapulco.
- 189. **Silverwind**/ 33' sloop/ D. Morley/ Vancouver/ Hawaii.
- 190. **Eventyr I**/ Amazon 38/ K. Kjemerud/ Vancouver/ Sea of C.
- 191. **Sea Lady**/ Peterson 44/ B. Clopton/ Dana Pt./ Mainland.
- 192. **C-Jay**/ 40' ketch/ Sam Kincaid/ Vallejo, CA/ Mainland.
- 193. **Artful Dodger**/ Islander 41/ R. Birge/ Seattle/ Mainland.
- 194. **Canace**/ Passport 40/ Al Herman/ SF/ Mainland Mexico.
- 195. **Penelope III**/ Halberg-Rassy 35/ T. Joslin/ SF/ "south".
- 196. **Bevika**/ Ericson 41/ D. Oliphant/ Oakland/ Bahamas.
- 197. **Baton Rouge**/ Alberg 37/ J. Stevens/ Vancouver/ ???.
- 198. **Luna Dia**/ homemade 34'/ Tom Sawyer/ LA/ "unknown".
- 199. **Panope**/ 35' schooner/ L. Goodwin/ Quilcene, WA/ Sea of C.
- 200. **Mirage**/ Smith-Nagy 41/ Cary Smith/ SF/ "unknown".
- 201. **Dutch Treat**/ Beneteau/ Joe Gluvers/ SF/ Sea of Cortez.
- 202. **Shellback**/ Islander/ Hank Klopfer/ SF/ "unknown".
- 203. **Savant**/ Niagra 35/ K. Gray/ SF/ '92 Olympics-Spain.
- 204. **Telesrs**/ Catalina 36/ S. Kidston/ M. del Rey/ "same".
- 205. **Vision II**/ Morgan 46/ Ken Jones/ Nevada/ La Paz.
- 206. **Lillie B**/ Cal 24/ Alan Baker/ Alabama/ La Paz.
- 207. **Black Jack**/ Cal 34/ R. Bailey/ Long Beach/ Manzanillo.

- 208. **Everywind**/ Cascade 36/ T. Johnson/ Portland/ "who knows".
- 209. **Hardscrabble**/ Cal 36/ R. Clopton/ Alameda/ Costa Rica.
- 210. **Climax**/ Force 50/ Tom Haertec/ SF/ Florida.
- 211. **Topaz**/ "N" boat/ J. McGee/ Lahaina, Maui/ St. Thomas.
- 212. **Salsa**/ 31' trimaran/ D. Neely/ Long Beach/ Costa Rica.
- 213. **Summer Wind**/ Nor'Sea/ R. Spry/ Portland, OR/ "open".
- 214. **Ruby Lee**/ 29' cutter/ J. Richmond/ Portland/ Norfolk, VA.
- 215. **Bucephalus**/ Rafiki 37/ Phil Shull/ SF/ "open ended cruise".



LATITUDE ROB

These days, you can get just about anything you want in Cabo.

- 216. **Kantala**/ 44' ketch/ Michael Donnan/ Victoria, BC/ ???.
- 217. **Shaula**/ 28' cutter/ Dan Dews/ Seattle/ South Seas.
- 218. **Choya**/ Cooper 46/ Loretta Ferrel/ Lund, BC/ Sea of Cortez.
- 219. **Timshel**/ sloop/ Mike Ward/ Vancouver/ Hawaii.
- 220. **Alexian**/ sloop/ C. Smith/ Valley Center, CA/ Acapulco.
- 221. **de J**/ sloop/ Dale Jepson/ Seattle/ New Zealand.
- 222. **Panacea**/ Landfall/ J. Hughes/ Redwood City/ Sea of Cortez.
- 223. **Questor**/ Sloctm 43/ David Miller/ San Francisco/ "west".
- 224. **Valiente**/ 53' m.s./J. Binford/ Redwood City/ Costa Rica.
- 225. **Sweet Ride**/ trimaran/ W. Costello/ Pensacola, FL/ "same".
- 226. **Time Out**/ Hans Christian/ D. Cowan/ Dana Pt./ Mainland.
- 227. **Sanity**/ Hans Christian/ D. Lindbloom/ Auburn/ Sea of C.
- 228. **Nubian**/ Halberg-Rassy 33/ E. Shenfelt/ Portland/ ???.
- 229. **Catbalu**/ 57' cat./ H. Raditschnig/ Newport Beach/ S of C.
- 230. **Panache**/ Norseman 44/ D. Dietrich/ SF/ Australia.
- 231. **Windy Thoughts**/ Lord Nelson 35/ D. Green/ Seattle/ S of C.
- 232. **Nina**/ Alberg 35/ F. Dueming/ SF/ San Blas, PV, Manzanillo.
- 233. **Miracle**/ Westwind 38/ R. Robertson/ LA/ "ports unknown".
- 234. **Pieces of Dreams**/ 36' Cross tri./ L. Barnes/ SD/ San Blas.

I'D RATHER BE

"Gentlemen don't sail to weather," we've all heard a

become selective. Of course we've all known unforgettably rotten slogs to weather, too.



Multi-hulls do it.

million times. Most women, we've learned from experience, don't much care for it either. The simple solution is reaching, the French Kiss of sailing.



You can do it alone.

Sure, we've all had great beats in our sailing lives. Odd though, isn't it, that they all seem to have taken place a long time ago when we were younger and about which times our memories have

The queasy, wet, I'm-gonna-sell-the-boat-as-soon-as-we-touch-land-if-we-ever-get-there beats.

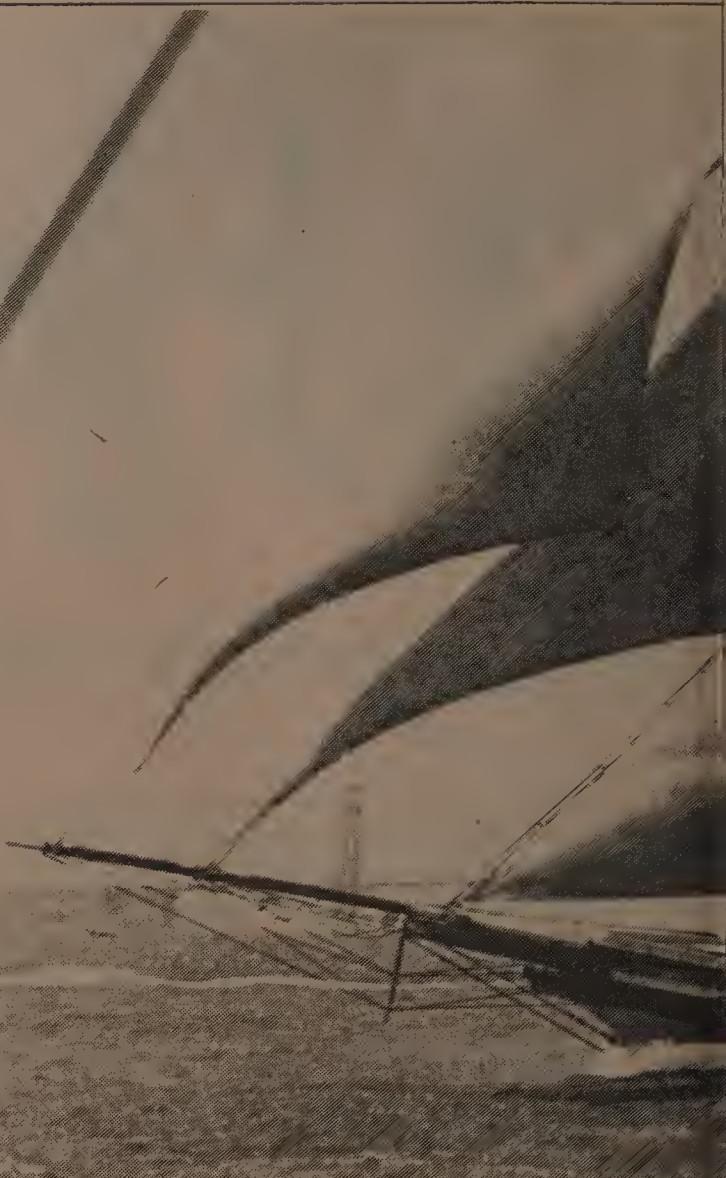
Running has its moments, too. In truth, the ultimate *thrill* in sailing has to be the instant the boat breaks free and surfs down the face of a steep Pacific swell. But that requires having the chute up, an alert crew, fiddling with the strings . . . stuff a little too reminiscent of work. And if you're sailing a heavy boat or racer/cruiser, you've got to endure the white knuckle moments that are concomitant with such surfing thrills.

But reaching . . . well, it's altogether different. If the intermittent wild thrills of breaking free on a wave are like a sexual climax, then smooth and easy reaching is like foreplay; easy pleasure you can enjoy for hours at a time.

Reaching is versatile. It's fine if the wind is light, because for most boats it will be

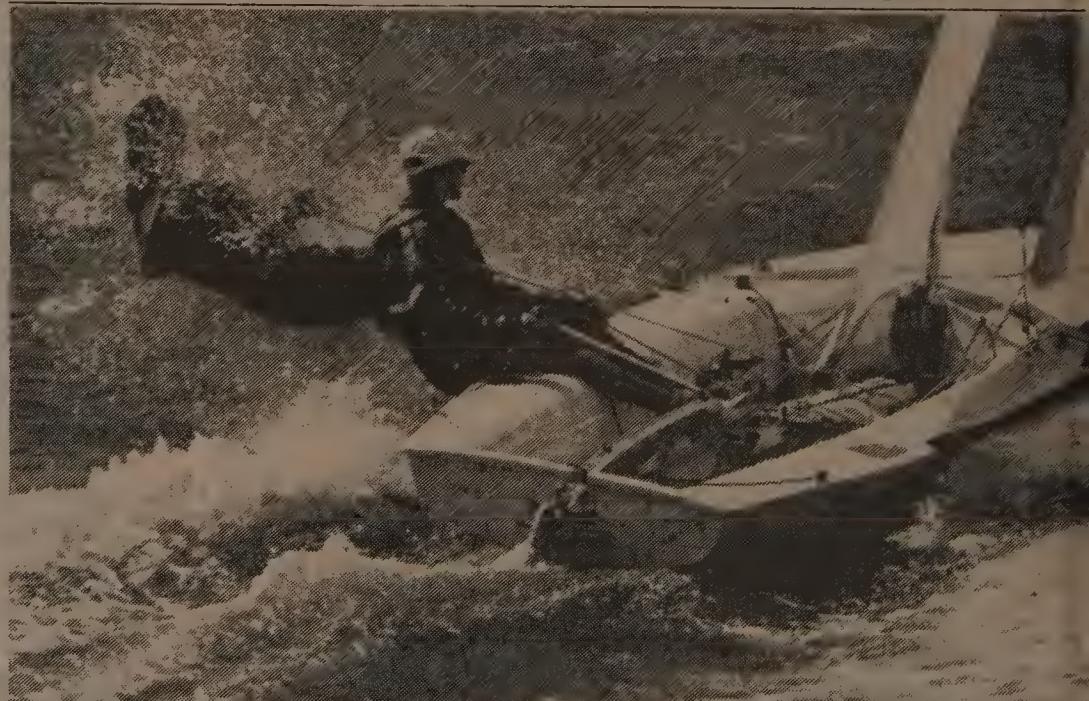
just about the fastest point of sail. There's nothing wrong with reaching in moderate breezes, either. You move through the water quickly without the pitching associated with sailing hard on the wind or the rolling so commonly experienced when sailing downwind. Reaching when the wind begins to howl is a blast; you can cream along in a fearful amount of wind without being dangerously overpowered. Just trim and enjoy the sound of the water surging past. Heavy air reaching in large beam seas, however, is another matter entirely.

From the standpoint of ease of steering, reaching can't be topped. The helmsperson needn't go through the nonstop gyrations necessary for sailing downwind, nor



Reaching is easy on the crew. Once the sails are set, there's nothing left to do but stretch

cockpit seat and the combing. The rest of sailing — and life — should be so good.



be alert for the slightest windshift as when sailing to weather. You pick your course, hold the wheel steady, and let her rip!

Or you can do it with someone else.

out fore and aft in the cockpit, cradled like a baby between the

And if the captain or mate feels the urge to whip up some complicated creation for dinner, the

REACHING



gimballed galley stove is almost as calm on a reach as it is in the anchorage. Given

Master Mariners, like the 'Californian' and the 'Jacqueline', do it, or not so good downwind, just about all sailing vessels reach well. Because of all the additional slots created by the staysails they can set, schooners and ketches are the best performers on a reach. Note that several of the maxi entries in this fall's Whitbread Around the World Race will be ketches — a reflection of the fact that the new course is expected to feature more reaching than previous in races. Gaff-rigged boats, because their mains don't twist off as much when eased, are also fine reaching boats.

Setting your boat up for maximum performance on a reach isn't difficult. The main traveller should

decent sea conditions, of course.

While some boats are mediocre performers to weather

be eased down and, if it's not blowing too hard, the vang applied.

The headsail lead should be moved a little forward and as far



So do grand prix yachts.

outboard as possible. If you really want to do it right, the halyards, backstay and leech cords should be eased a spot. But if you're just having fun sailing, you can just ease the headsail and main sheets and ignore the rest.

Providence has been good to San Francisco. He, She or It has given the City cable cars, the crookedest street in the world, the Golden Gate Bridge, the Summer of Love, and a Bay that offers some of the finest reaching conditions in the world. Lots of wind blowing perpendicular to wide expanses of relatively flat water is what it takes, and San Francisco Bay has it in spades.

During the summer, sailors can reach back and forth across the Bay all day long at hull speed. The savvy organizers of the Master Mariners Regatta, you might recall, dropped most of the windward work from their event a few years ago. They knew that heavy air beating was awfully hard on the older wood boats — to say nothing of the captains and crews. Nowadays the Master Mariner's course reaches back and forth across the Bay, the boats finish in record times, and the crews are happier than ever.

If you're taking anxious friends, a potential girlfriend or a perspective buyer of your boat out for a sail, reaching across the Bay is precisely what's

I'D RATHER BE

called for. It's as pleasantly exciting and comfortable as it's going to get.

Normally, the most exciting reach on the Bay is below Sausalito's Hurricane Gulch, a couple of hundred yards off the Chart House restaurant. The wind and fog funnel down the hillside, sometimes blowing 10 or even 15 knots harder than elsewhere on the Bay. If your guests, girl or buyer are ready and willing to be impressed by your boat's speed, this is the place.

For those coming from the South or East Bay with guests, it's more convenient to do one of the most popular reaches in the Big Boat Series; from Blossom Rock toward Richmond. Normally it will be blowing like



down to the lee of Angel Island, the wind will have eased off and the temperature risen. Everyone can take off their jackets, and you can serve lunch while regaling them with tales of the world famous racing yachts you've seen reach across those same waters.

While all reaching is darn good, ideal conditions combine heavy air with perfectly flat water. The single best place in the world to find this perfect combo is up the Delta at Fisherman's Cut, the two-mile long narrow strip of water that connects the San Joaquin and False Rivers. The powerful summer Delta winds howl across the Cut, unimpeded by the low levee. It's possible to calculate the hull speed of your boat by multiplying 1.34 times the square root of the waterline. Or, you can just read your speedo as you roar along.

Fisherman's Cut on a windy day with a clean bottom.

The number one reaching race in the Bay is the Silver Eagle

It's fun to do it with friends.

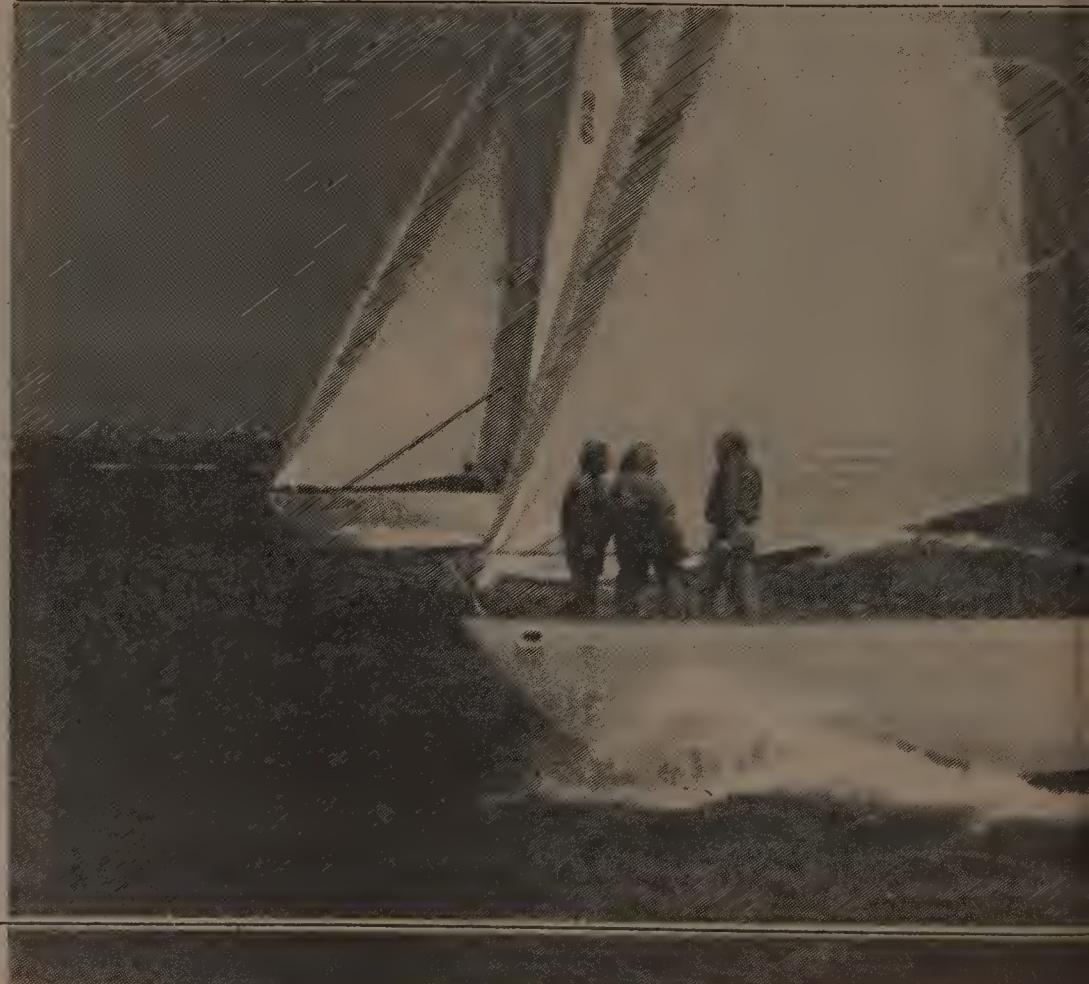
Long Distance Race, the 86-mile enduro held each July that takes the fleet from the St. Francis to Point

Bonita, down to the airport, up to Vallejo, and back to the St. Francis. Because so much of the race is reaching up or down the Bay, it's a great opportunity for owners



"Hey, reach me a beer, will ya?"

snot off Blossom — giving most first-time sailing guests all the thrills they want. By the time you've reached



REACHING

Farallon Islands back to the Golden Gate. Racers round the Farallones reaching as high as they can with chutes even though it looks like they won't be able to lay the Gate. But near the Lightbucket the wind normally begins to back a little allowing most boats to carry through the Gate.

For folks shaking down their cruising boats out by the Farallones, it's a nice tight jib reach coming back, with some nice waves to surf down, especially if the ebb is strong and the wind is up.

Because of the predominantly northwest winds, there's not a lot of reaching done in Mexico other than between Baja and the mainland. Nonetheless, we've had two of the most unforgettable reaches of our lives off

of older boats, which generally reach very well to their PHRF ratings, to carry home some pickle dishes.

The classic Northern California ocean reach is the one from the



Cabo San Lucas. Both times the reach was the final mile or so of a Cabo Race, carrying the pole on the headstay from Cabo Falso to the finish off the Solmar Hotel. On both occasions the tortured 3/4 ounce chute gallantly held together until we

You can even reach standing up.

Remember: life's a reach, then you jibe.

heroically — it seemed to us — crossed the finish line.

For cruisers, the world's finest reaching is found in the Lesser Antilles between Grenada, St. Vincent, St. Lucia, Martinique, Guadalupe, Antigua

and St. Martin. It's always warm, the trades blow steady, and you pick your conditions. If you want it boisterous, you reach across the channels that separate the islands. If you want it smooth, you reach in the flat water lee of low islands like Antigua. In either case, reaching in the Antilles is like dying and going to sailing heaven.

If the 400-mile reach up or down the Antilles chain doesn't satisfy your craving for reaching, then you'll want to revive the longest reaching race in the world, the Los Angeles to Tahiti Race. A reach virtually all the way from San Pedro to Papeete, the only problem is that after compensating for a 15 degree heel for three long weeks, you can't stand up straight when you disembark in Tahiti.

Be that as it may, ladies, gentlemen — and even Master Mariners — would still rather be reaching.

— latitude 38



WEATHER WIZARD

"**T**he name here is Arnold, Alpha Romeo November Oscar Lima Delta. In our language we say 'Kia Orana'." This is the way Arnold Gibbons begins his radio weather analysis for yachts in the South Pacific, seven nights a week, 52 weeks a year.



Above, where you can find Arnold every night of the year. Spread, Gibbons and son "hamming" it up on a visit with yachters.

Armed with detailed weather forecasts received at Rarotonga International Airport, Gibbons, a Kiwi, passes along weather information for Tahiti, the Marquesas, the Tuamotus, Hawaii, the Cooks, Fiji and New Zealand over his ham radio.

"If anyone wants to listen to me, they are quite free to," Gibbons said when I interviewed him at his house, where he goes on the air each night from a tiny square cement room stacked high with ham radio manuals. "I can't call it a broadcast, because I'd need a special permit. So I have to be careful and say, 'I'm just passing information'."

Yachters roaming the South Pacific love Gibbons. They tune into him on their ham radio each night at 0400 GMT like the shoreside faithful tune in to *Days of*

"He provides a really useful service," said Jack Curley, who left Santa Barbara six years ago on his 41-ft ketch, *Kul Kuri*. "There's no one else who synthesizes all the weather reports the way Arnold does — though he is a bit windy."

Gibbons has become the Willard Scott of the South Pacific — cheerful, friendly and folksy. They even look a little bit alike, although Arnold's not quite as rotund as Willard. And unlike Willard, Gibbons does his reporting for free.

On the air, Gibbons repeatedly stresses that his information is a personal synopsis and not the opinion of a qualified forecaster.

That's good, because Gibbons isn't a licensed weather forecaster, nor has he been trained as one. (He maintains the electronic equipment at the airport for a living). For that matter, he's not even a sailor. He's never even set foot on a sailboat on the high seas.

He just loves helping yachters.

"I certainly didn't set out to establish a reputation," the 55-year old Gibbons said. "It's just something I love to do. I have a real interest in the weather, and why should I keep it all to myself?"

At this point, Rosie, his wife of 30 years, rolls her eyes. She knows the truth about Arnold, his weather reporting and his beloved ham radio equipment. "If Arnold had his way, he'd move his bed into that room," she says with a smirk.

Rosie has been known to object to Arnold's devotion to his ham radio. She's virtually a ham radio widow. Every evening at the same time, Arnold becomes incommunicado at home. He slips into his tiny 'shack', dons the headphones, keys his mike and goes on the air. The Gibbons'

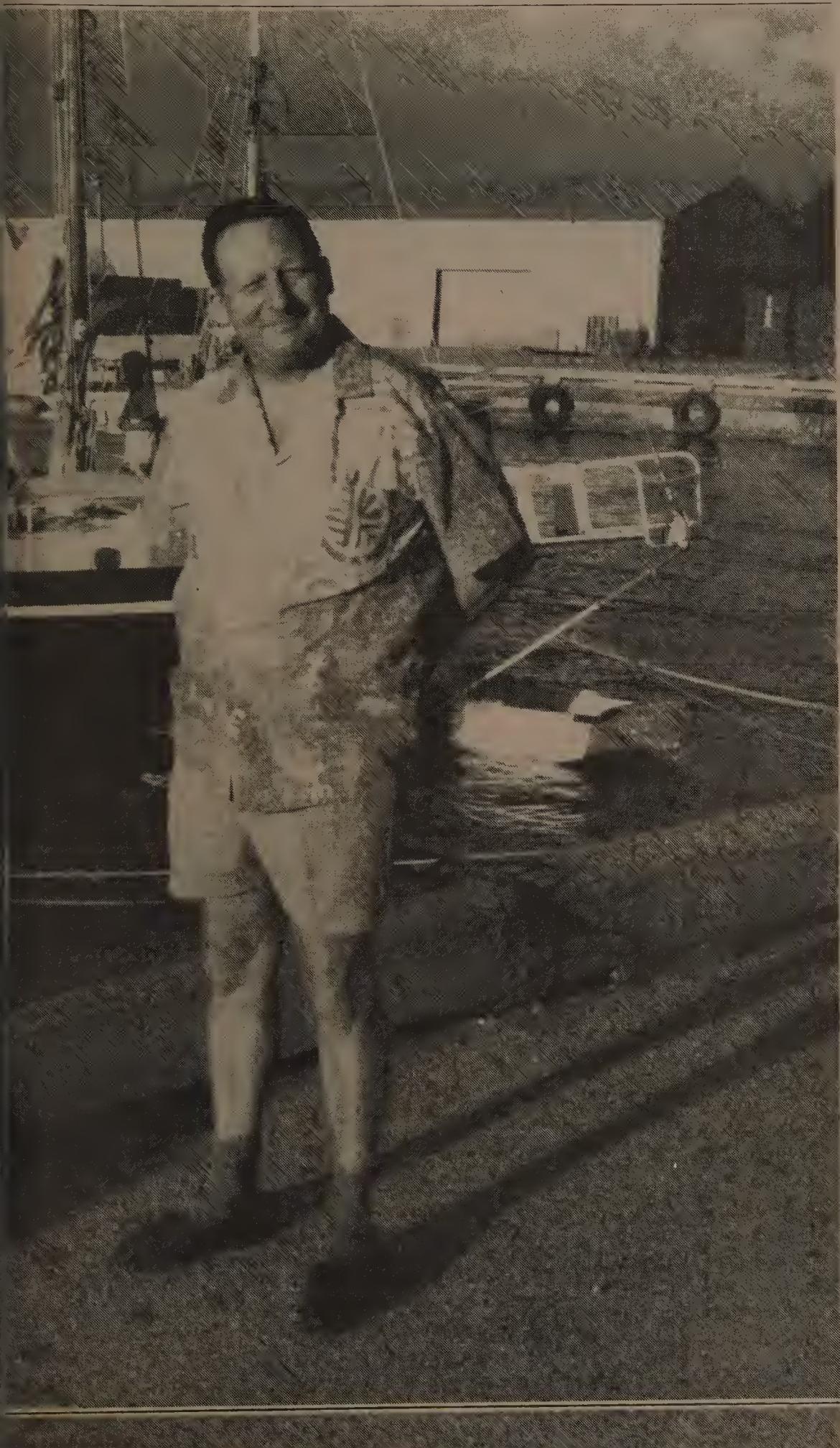
"How many children do we have?
Six or seven?"

Our Lives. When my husband, Robert Hodierne, our two-year-old son Cutter, and I sailed into Rarotonga on our Traveller 32 *Yankee Lady*, Arnold was the first person we looked up.

never go on vacation. When their children wanted to "shout" (give) them a trip to Australia and Switzerland for a wedding anniversary, Rose had to do a lot of arm-twisting to get her husband to cooperate.



OF THE SOUTH PACIFIC



"I used to grumble a bit because I have to mow the lawn," said Rosie, who is as spunky as Arnold is shy. "But we hear of other yachtie problems with the weather and how Arnold helps them. That shuts me up."

"We get letters, fan letters, thank you letters," said Rosie, "even letters with the odd \$10 slipped in with a note saying: 'This may be of some help, Arnold. Go buy yourself a beer.'"

What has become a passion began by accident. Gibbons, a ham for 30 years, first came to Rarotonga from New Zealand in 1957, worked for the government, met Rosie and returned home. ("How many children do we have?" Gibbons asks his wife. "Six or seven?") They came back to Rarotonga 16 years ago, and Gibbons eventually took charge of communications for the government. As part of his job, he participated in the island's hurricane safety committee and learned how to plot weather maps.

"I would pass the forecast on to the island," Gibbons said.

Then two years ago, Pam and Andy on Kandarik from Miami, sailed into Gibbons life. That's when he began what has become a perfect marriage: his fascination with weather forecasting and his love of amateur radio.

Gibbons can't remember Pam and Andy's last name. "My memory is getting a bit slippery," he said as he began the tale of how he came to be weather wizard of the South Pacific. "They were the ones who got me going on this. They were making their way here and ran into lousy, unpredicted weather," Gibbons continued. "Pam was pretty sick and Andy had to sail alone. They ran into a low that came right down on top of them."

So Pam got on the radio and asked for help. She found Arnold, who seems to spend all his free time at the mike — if you believe what Rosie says. "I was able to tell them what was happening," Gibbons recalled, "and steer Andy out of the storm. That's how the friendship developed."

A few months later, Arnold began talking over the radio to an English couple enroute from Bora Bora to American Samoa. "Her husband had collapsed on the boat and she was sailing it by herself," Gibbons said. "Her name was Sally although I can't remember the name of the boat; but I helped them. Then one boat after another began calling me, so I asked if I could come up on the Pacific Maritime Net and give weather information for our area."

WEATHER WIZARD OF THE SOUTH PACIFIC

"I used to duck in at the airport on my way home and pick up the weather bulletins," said Gibbons. "More and more vessels kept asking me questions and I found I was beginning to hold up the roll call on the Pacific Maritime Net. Finally the

"I didn't set out to establish a reputation."

Net asked me to go off frequency to give out my information."

Gibbons did, establishing himself for that half hour each night on frequency 14.318, where he reads the forecasts, repeating each sentence twice. No government types seem to object to Gibbons extrapolating from airport forecasts, with the exception of the United States. "Honolulu insists I broadcast their forecasts word for word as they wrote it," Gibbons said. "When they make mistakes like longitude, I have to read the mistake. But afterwards, I attempt to correct it diplomatically."

In a distinct, clipped deep voice that projects no nonsense, Gibbons tries to give

ALL PHOTOS ALICIA SHEPARD



The harbor at Rarotonga.

surprise listening yachties. "The knowledge I've gained comes from what I've read. A lot of it is gut feeling."

In fact, when I asked him the difference between a trough and a convergence zone, he shrugged his shoulders. "To tell you the truth, I don't know," admitted Gibbons. "Some weather bulletins

invaluable service just by compiling all the government forecasts. A yachtie in Truk had listened to Arnold and learned of a storm that later devastated the island before any warnings had gone out on local radio. "The guy called me on the radio and thanked me," Gibbons said. "Initially, Truk gave no local notice. But I got the satellite report and gave that."

After his program, Gibbons stays on the air and becomes quite chatty with other hams, all shyness quickly evaporating. One evening in May, a fellow Rick, sailing from Auckland to Fiji called in, obviously bored by fluky winds. "How far north do we have to go to pick up stronger winds?" he wanted to know. Arnold gave him a detailed answer.

Other yachties often provide Gibbons with extra information about weather in their area, and Gibbons can pass that along. Frequently he learns of a storm center from a yachtie caught in the midst of it.

"With boats at sea, each day is different," said Gibbons, turning a tad philosophical. "Sailors live by the weather. So do we. After all, we (islanders) are little more than passengers on a big boat that is 'permanently anchored'. I'm just as interested in the weather as they are. I feel the weather services available don't recognize the small boat and I've learned over the years that people in small boats need to have a friendly type radio service."

— alicia c. shepard

ARNOLD'S EQUIPMENT

Gibbons goes on the air with equipment some hams might recognize as museum pieces. He has a Yaesu 560 FTD, an old valve transceiver (no transistors), that is more than 20 years old. His microphone is "ordinary homebrew", as he describes it, "of indeterminate origin".

He couldn't remember the name of his antenna tuner and had to double check. It's an MFJ Versa Tuner II, we discovered. His antenna, he says, is a laugh. "It's what we call an open V (90 degrees), anchored by coconut trees. It's 20 feet high and attached to a mango tree at one end and a coconut tree at the other, with enough slack to allow for the wind," Gibbons said. "The reason I don't use a

beam antenna in this part of the world is that I would be turning the antenna back and forth all day long."

Gibbons' range is good, somewhere between 400 and 2,000 miles. He talks to Honolulu easily, and gets very good propagation to Australia and the Tasman Sea. New Zealand is fluky. The signal to Fiji tends to be weak. Tonga, he says, is okay. And not surprisingly, his communication isn't very good within 400 miles of Rarotonga because of the way radio waves bounce.

All hams can reach Arnold, (call sign ZK1DB) on 14.318 at 0400 Zulu. He's waiting for your call.

call it a convergence zone and others a trough."

Even so, Gibbons provides an

yachts some kind of notice a day ahead about what to expect. "I'm really not a forecaster," he says, something which might



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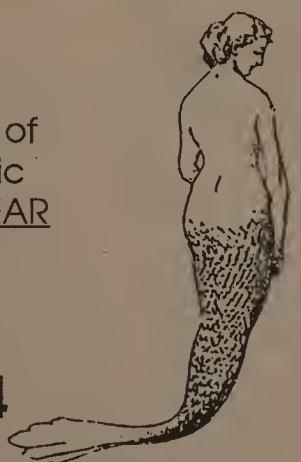
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Dear Max,

Dear Max,

The love of my life wants to sell his house, buy a cruising boat and sail the South Pacific. This has been his dream for many years; now, it's finally possible financially.

My dream, though, is to buy a house, sell the boat we have and have babies. The only boat I see in my future is a plastic one in the bathtub. My childbearing years are upon me.

Help, Max! What do I do? My biological clock is coming up on high noon!

Ticking Away
Alameda

Dear Ticking,

You both have some serious misconceptions about cruising.

He needs to understand that, like many other things in life, what makes or breaks a cruise is the people you meet. In most of the world's cruising areas, having young children as part of the crew is one of the best ways to break the ice, open the doors and experience more of the world that you set out to find. This is especially true in areas where there may be some racial tension or even latent resentment of Americans. The kids can transform an "us versus them" attitude into a wonderful culture-sharing adventure. (I'd still stay away from cruising the Libyan or Iranian coasts — there are limits to everything.) Also keep in mind that much of the time spent "cruising" is actually spent at anchor or a dock. The kids don't necessarily have to be aboard for the occasional long haul.

You, on the other hand, must be all too aware of the dismal condition of public education. Consider the fact that a few years of adventuring (while keeping up academically with correspondence courses) can make a permanent and very positive difference in your children's approach to life.

He should also be reminded that a large percentage of the people who go off cruising for the first time discover that they actually don't like it very much. The glossy books and magazines portray it one way, the reality is often very different.

In other words, don't cut the cord completely on the first trip out. Instead, plan things this way:

1) Do a winter in Mexico, to see if you truly like the cruising lifestyle.

2) Have some kids before your biological clock goes "cuckoo."

3) Take off on The Big One while they're still young. It's a sure bet that when your kids are older they will not want to sail anywhere with their parents.

Your ideal boat will be big, but not too big, old enough to be inexpensive (unless you can truly afford otherwise), and most important of all, shallow draft. If you are lucky enough to find a compatible family with similar interests, consider house-swapping,

"I took her sailing.
She threw up.
Now she won't talk
to me at all . . ."

boat-swapping and even kid-swapping when the situation calls for it.

Dear Max,

Sailing is okay in the summer, but in the winter all I want to do

is ski. My boyfriend and I get along so beautifully in the summer, but in the winter all we do is fight. How can anyone think that being cold, wet and miserable on the Bay is more fun than the speed and the thrill of flying down a mountain with a roaring fire and hot drinks waiting at the lodge? I know that most sailors think the sailing season in the Bay Area is all year round. Is there any way I can convince him to make it a six month season instead?

Rather Be Skiing
San Francisco

Dear Rather,
No.

Dear Max,

The cutest girl in school likes me. My friend told her my father had a boat. I took her sailing on Saturday. She threw up. Now she won't talk to me at all. What can I do to get her to like me again?

Jimmy, age 12
Orinda

Dear Jimmy,

You know, when I was your age I had the same problem. I'm willing to bet that your friend was more than just a little bit nervous about being out on her first date with you, and that had as much to do with the tide rising in her stomach as much as anything else. Now she's far too embarrassed to even look at you in the hall.

Whatever you do, don't give up the ship, or should I say boat. You'll find that having access to a boat, even a small one, will be tremendously valuable throughout your teenage years. While the other kids (at least in my day) had to pretend to run out of gas on a moonlit night, I was almost always able to get "becalmed" and maintain a much higher degree of credibility — with the same results.

As for the problem at hand, I suggest you get to know her better in calmer surroundings before venturing out again. Wait two weeks, then ask her out to the movies. Let her pick the film.

Dear Max,

I have been sailing all my life, but my fiancee had never been around boats at all until she met me. Despite the fact that she didn't know much about it, however, she seemed to genuinely like sailing. At least at first.

When we moved out to California last summer, we planned to buy a boat and live aboard. We chose a 43-ft fiberglass double-ended cutter because I thought it would be a comfortable liveaboard as well as a safe and seaworthy sailing vessel.

Now, after less than a year, she doesn't want to have anything more to do with this boat. We have already moved back ashore and my life is miserable. What can I do? Will I have to sell the boat?

Disillusioned
Pier 39

Dear Disillusioned,

Yes, you will have to sell the boat; at least this boat. Living aboard is cruel and unusual punishment for anyone who is less than fanatical about sailing. I also have to question your choice of boat. A heavy "crab crusher", while comfortable, is not responsive enough to get most novices interested in sailing.

There is a solution, however. Buy a sailboard for each of you, and a used Santa Cruz 27 or similar ultralight, and take her out to an expensive restaurant at least once a week. Not only will you save money (bank it — it's for your next big boat), she'll learn a lot more and you'll both have a bunch of fun. After a year or two, she'll be a sailing fanatic and will probably think that living aboard is a great idea.

Dear Max,

What's the big deal about anchoring? I have heard everything from complicated equations about how much rode I need to have out to "toss the hook and forget it."

What do I need to know about anchoring overnight in the Bay?

Adrift
Alameda

Dear Adrift,

Whenever there is even a remote possibility that complicated equations are involved, I defer to Lee Helm, my naval architect friend. Here are her comments:

"Anchoring in the Bay is easy. The mud is so totally sticky that whenever the hook is down, you're anchored for sure. The only thing you have to watch out for is, like, certain body movements that match the natural pitch frequency of the boat. This can cause pitch motion to become amplified. I mean, every oscillating system has a resonant frequency, and depending on the damping constant, the pitch inertia and the exact position of the crew, especially if they're in the forepeak, the maximum response amplitude can be totally awesome!"

"What you should do first is measure the characteristic forcing function for yourself and whoever might be sharing the V-berth with you. You can do this at home with a stopwatch. (Remember to consider sum and difference frequencies, or 'beat frequencies,' in your analysis also.)

"Then determine the resonant pitch frequency of your boat. This is most easily accomplished with the following formula:

$$T = 2 * \pi * Kyy / (g * GML)^{1/2}$$

where T = pitch period, seconds

Kyy = radius of gyration, typically $0.4 * LOA^2$

g = gravitational acceleration, 32.174 ft/sec^2

GML = longitudinal metacentric height, $IL/DISP$

where IL = longitudinal inertia of water plane

$DISP$ = displacement in ft^3

High performance boats will generally generate a much higher pitch frequency because of lighter ends, lighter rigging and higher longitudinal metacentric height. Low performance boats will oscillate with a slower frequency for the inverse reasons. And like, if you have access to a model tank you can measure the full set of response amplitude operators and minimize the approximation.

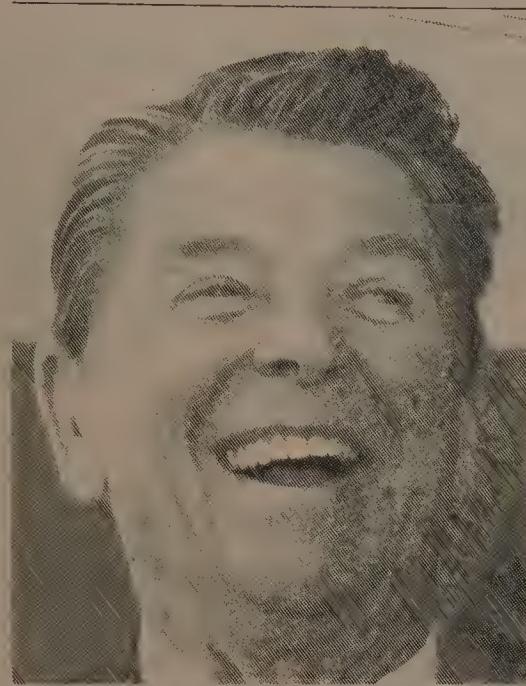
"As a general rule, if the natural pitch frequency of the boat is within 20 percent of one of the major forcing functions, then you either need a new boat or a new partner - if you're going to anchor in public."

Uh, thanks, Lee. So I guess it's safe to say that if you're alone or with "just friends," just toss the hook and forget it.

Dear Max,

I am a woman who loves cruising and racing. What I would like to know is, why do so many otherwise pleasant and kind men turn into Captain Bligh as soon as they board a boat?

I know what I am doing on a boat, but these oafs frequently shove me aside to take over whatever I am doing, yell out orders as



Max sent this photo with the following explanation:
"Well, Mommy said it's all right to let the world know my identity now."

though they were the only ones who knew what was going on, and curse the entire crew whenever anything goes wrong. Most of the time the only real problem is their attitude.

What is it? Why the personality shift? I've had it!

Up To Here
San Jose

Dear Up To Here,

Verbal Crew Abuse has been show to be disturbingly widespread. It has only been in the last few years, in the context of support groups and improved popular understanding of the problem that VCA victims have been willing to come forward for help. The sad fact is that most incidents of VCA still go unreported.

But rather than wait patiently for progressive social values to catch up with certain individuals, there are some positive steps that can be taken right now.

Simple aversion therapy on the skipper often works well, provided you can enlist the cooperation of the entire crew. Whenever the yelling starts, everyone simply lets go of whatever they have in their hands, faces the skipper and stands there with their hands in the air. When the noise stops, they resume their jobs. Again, the entire crew has to be in on it or the chances of success will be greatly diminished.

If you must act alone, or if the VCA is not the skipper, the most effective tactic that I've seen involves a small, portable tape recorder. Secretly install it in one of the cockpit lockers or another hiding place near the back of the boat (you'll be surprised how well the acoustics of most boats work for doing this), and turn it on "record" just before the race starts, or just before anchoring or docking if you're cruising. The theory, which recent studies have shown turns out to be true in more than 95 percent of the cases investigated, is that Verbal Crew Abusers have absolutely no idea what jerks they sound like during a VCA incident.]

Once you have the tape, the recommended procedure is to mail it to the VCA'er, so they can hear it in private. In extreme circumstances, the tape can be played back at the yacht club bar after the race. But use this method only with extreme caution, preferably at or near the end of the season. Enraged skippers have been known

"Why do so many pleasant and kind men turn into Captain Bligh as soon as they board a boat?"

to slide back into severe VCA for reprisal, sometimes provoked merely by an oil painting of a clipper ship or a tangled dog leash.

Keep in touch. If there isn't any marked improvement by next season, write in again next year.

PRODUCT HIGHLIGHTS



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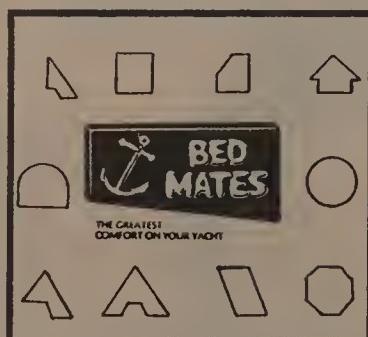
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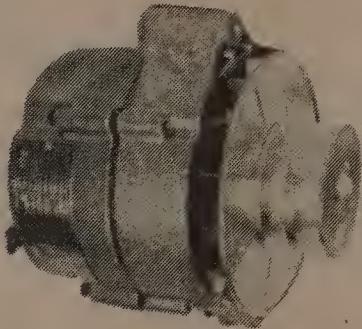


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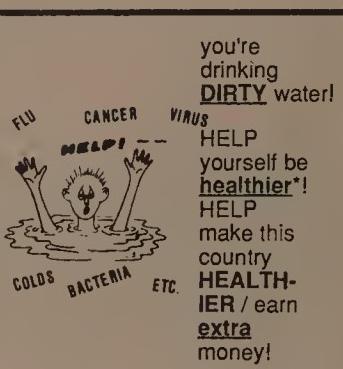


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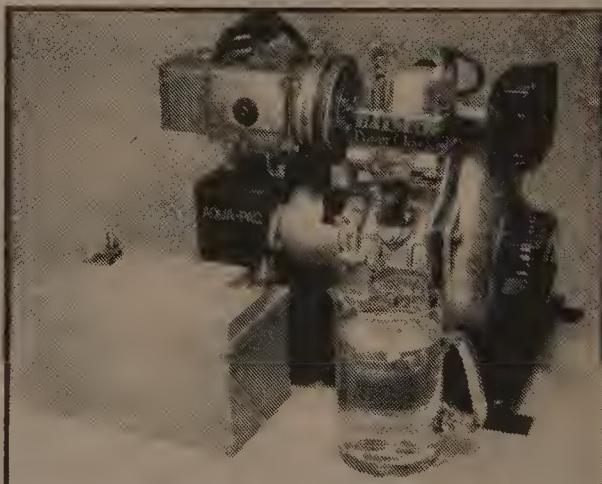
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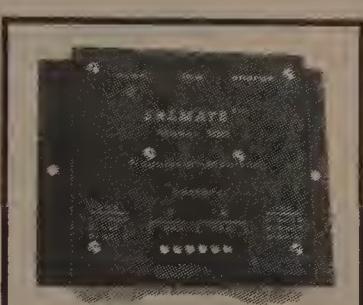


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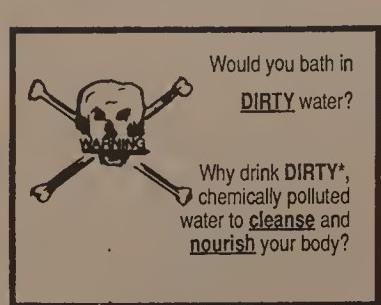


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**Auto-helm
Windvane**

We are pleased to announce our latest acquisition, the Auto-Helm Windvane. The Auto-Helm is an auxiliary rudder/trimtab system, which is totally independent from the boat's primary steering and can be used as an emergency rudder. This proven gear will give excellent performance on all points of sail. No lines or blocks in the cockpit. It is very easy to install and to operate. The upper half with control cables is available separately to drive a trimtab on boats with outboard rudder.

The Auto-Helm fits most boats but is especially suited for the following categories when other windvanes are less appropriate: Boats with hydraulic steering, worm gear, center cockpit, high freeboard, bad weatherhelm, mizzen, boomkin, davits and when the skipper absolutely cannot tolerate lines in the cockpit.

The acquisition of Auto-Helm puts Scanmar in a unique position since we now manufacture three vanes, each using a different principle: The Monitor (servo-pendulum), the Saye's Rig (trim-tab on main rudder) and now, the Auto-Helm (auxiliary rudder with trimtab). We also represent the Navik, which is a double servo pendulum gear. We are now in a better position than ever to help you select the right gear for your boat.

auto-helm



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THE WORLD

This month we have lengthy chartering reports on two of the most romantic spots on earth, **Greece and Tahiti**. In fact, the folks in the first story found Greece so romantic they even got married while they were over there! We also have the usual chartering notes at the end, with news about the **rock n'roll island** and day chartering in the **Virgins**.

Marriage Bareboat Style

For those romantics who love sailing and are thinking of marriage, consideration should be given to a wedding in the Greek Islands. While not the simplest thing in the world to accomplish, it is possible.

In our case, Jan and I had been engaged for several years but just couldn't decide on the right time and place. However, we had committed to a sailing vacation in Greece, and about three weeks before we left a friend asked whether we might do something crazy like get married in Greece. Our first reaction, of course, was "that's impossible".

However the idea was intriguing and a few days later Jan made a call to Senator Pete Wilson's office, who referred us to the Office of Overseas Citizens Services at the State Department in Washington, D.C. We were quite surprised to learn that indeed it was possible to be married in Greece and in fact they sent us a letter that explained the procedures and forms required (*General Information Concerning Marriage*

additionally obtained a California Marriage License in order to avoid the need for stopping at the U.S. Embassy in Athens to get a certificate of Non-Impediment, which confirms that there is no reason not to get married. All of these were taken to the Greek Consulate where they were translated into Greek and "legalized" (i.e., covered with stamps).

All of the documents were then faxed to our contact, Panos, who then went by hydrofoil to the island of Spetses, the setting for *The Magus*, a book by John Fowles, and our choice of a wedding site, where he contacted the Mayor about performing a civil ceremony. The marriage license had to be issued seven days before the ceremony and a notice was required to either be posted at the city hall or in a local newspaper. Panos handled all of this for us, and also confirmed that all of our documentation would be acceptable to the Mayor.

The sailing part of our vacation involved a flotilla arrangement with Island



Sailing apparently runs about a dozen of these at one time in different parts of the region. Most of the people in the flotilla were from England, although there was one group from Holland and one from South Africa. We were the only Americans.

We have chartered bareboats in the Caribbean and Tonga, and were pleasantly surprised by the arrangements in Greece. Our boat was a 30-foot Greek manufactured sloop which couldn't be compared to a Moorings 43, but was adequate since much of our time was spent ashore. As part of the flotilla there was a lead boat with the flotilla skipper, mechanic and hostess; they did a wonderful job of coordinating the two weeks of sailing. About half of the days were planned ports that allowed us to get familiar with the area and customs; the other days were free time where we could explore on our own.

Sailing in the Sardonic Gulf is very relaxing; it is not the place to go if you're looking for rail-down action. It is, however, a great place for exploring beautiful little villages, meeting wonderful people and eating inexpensive food.

As with most sailing adventures, members of the entire flotilla quickly became fast friends. We had scheduled the wedding for the middle of the vacation, July 4, so by then we had 45 new friends who were eager to help us celebrate. All 13 boats rafted together in the middle of old Spetses Harbor made quite a sight. Panos had arranged for a Greek fishing



COURTESY BILL SAMS

Ceremonies in Greece). Next we called our attorney — it never hurts to double check — to confirm that it would be legal.

The required basic documents include certified copies of birth certificates and, if previously married, a divorce decree. We

For better or worse: Mayor Takis, Jan and Bill at the wedding reception.

Sailing, who, it is our impression, is the largest charter outfit in the Eastern Med. Our flotilla consisted of 13 boats; Island

OF CHARTERING



LARRY REISINGER

Getting down at the First Annual Stone Fishing Festival in Tahiti.

boat to take the entire wedding party from the old harbor to the Mayor's office, an old Greek sea captain's house overlooking the water.

The Mayor, Mr. Takis Paraskevas, was an incredibly great person. His office staff were very serious about all the formalities, while Mayor Takis was the picture of informality and helped make the wedding a real celebration. His best line was at the end of the ceremony when he advised us that the government required him to read some obligations that the government felt was important to any successful marriage, but as he said, "quite frankly this is all Greek to me."

At the conclusion of the wedding the Mayor provided a small reception on the veranda overlooking the harbor as the sun set on the fishing fleet. This was as good as it gets for atmosphere.

We then hosted a dinner, arranged by Panos, for the flotilla, the Mayor, and his staff. The 13 course French/Greek meal was at Restaurant Amoni, a roof-top facility overlooking the harbor. In the finest Greek tradition, we partied until two in the morning. Greece is one of the few places in the world where you can throw a party like that and still have some credit left on your MasterCard.

So in the end, Jan and I were able to combine our love for each other and

sailing with the beauty and timelessness of a Greek island. Upon our return we had a surprise wedding reception for our friends, since we had kept our plans a secret. They were truly surprised.

— jan barnard & bill sams
san jose

Chartering Tahiti

I just returned from a two-week charter in Tahiti. Having chartered everywhere in the Caribbean from Miami to Grenada during the last seven years, we felt a need to discover something new. Having used The Moorings almost exclusively, I decided to take advantage of my Commodore's 15% discount and a long term charter discount to sign up for a Moorings (Beneteau) 51. We have chartered this type of three-stateroom boat since they were added to The Moorings fleet; the three private sleeping quarters with individual heads make them ideal for a party of six.

I'll get the kudos for The Moorings and their Mariner Travel Service out of the way now: first class from beginning to end. Especially the Tahiti staff of Henri, Marie and Patrick.

The 1988 Moorings 51 was clean and all the gear in good condition. The boat sailed well on all points. We found the dinghy to be a bit unstable, but this was a drawback almost unworthy of mention.

Our party opted for the partial provisioning package of 14 breakfasts and lunches, since dinner entrees were \$23 per per-

son, per day. The local produce was excellent and included the largest papaya, grapefruit and avocados I have ever seen. The local sea food included parrot fish and mahi mahi fillets; the beef and lamb came from New Zealand. We were offered a large selection of French and American wines that ran from \$6 to \$13 a bottle. Hard liquor was fairly expensive, so each person brought their duty-free allotment from the States.

The real shocker was the \$38 per case for beer, either local or imported. A can of beer in a bar sold for between \$3 to \$5! The explanation was that there is no income tax so import duties of 40 to 60% are levied on many items. I also paid \$8 for a simple beer can insulator, so be sure to bring a few along. Soft drinks were \$32 a case (versus \$9 a case on special locally), with no diet versions available.

Dinners out generally ran \$35 to \$50 each, and included a bottle or two of wine. We were pleased to find that the policy of no tipping had not changed. Some of our most memorable meals were at Motu Tuuhaine, where a Swiss couple, Diego & Francois, have spent the last six years creating



LARRY REISINGER
Local produce was cheap and abundant; beer, however, was \$38 a case!

an exclusive resort of three cabanas and a restaurant. Diego has built everything from local materials. Their restaurant specializes in grilled dishes cooked on an ingenious apparatus next to the dining room. Dinner

THE WORLD

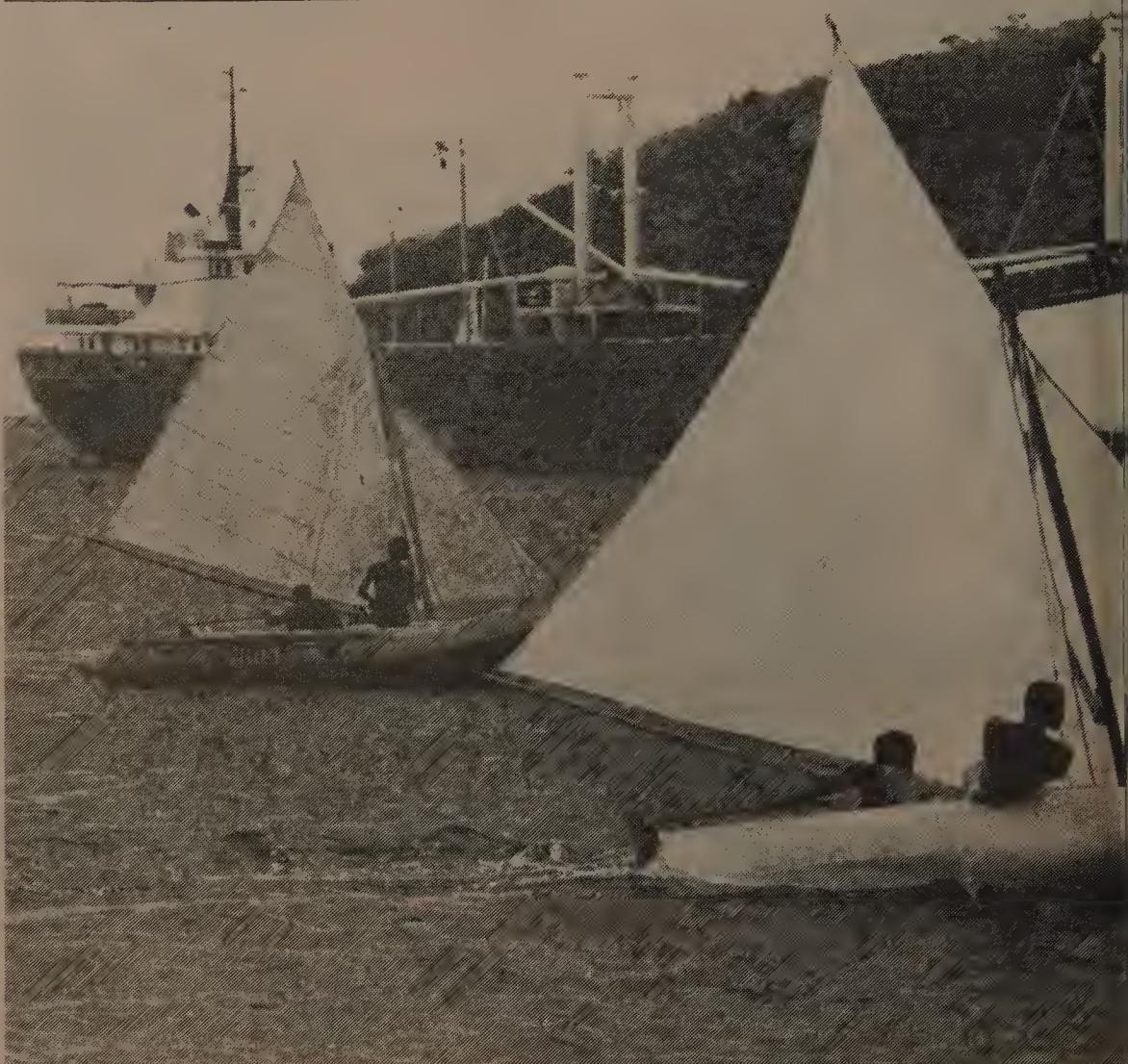
was \$50 each, but well worth the price.

Marina Iti on Tahaa was another favorite. For \$42 each, Phillip and Marie served us a fantastic meal of steamed fish. Perhaps the best lunch was at Hotel Motus in Utaroa, Raiatea. We were served poisson cru, a local fish marinated in coconut milk and topped with caviar, followed by the best seafood pizza I have ever tasted. It was about \$10 each, drinks not included.

On Bora Bora, the mandatory stops are Bloody Mary's for drinks and grilled fish, and the Oa Oa Hotel for anything on the menu. The Halloween party we attended at the Oa Oa had more people in costume than we've seen at similar stateside functions. Perhaps it's because the hotel is run by a gentleman named

Gregory who hails from Southern California who has made the Oa Oa an American hangout in the French dominated area.

Our sailing itinerary took us around



time out participate in the First Annual Stone Fishing Festival, which is not to be confused with the poisonous variety of stonefish. For this festival, hundreds of locals and visitors herded fish along the water with by splashing with either palm fronds or stones tied to the end of ropes. The two-hour combination of massed boats and thrashed water scared the schools of fish into traps that had been previously set. The locals then culled the "keepers" from the hundreds of fish that were caught. This was followed by a huge party with dancing, singing and an all-you-can-eat buffet. It was \$50 per person, but it included a *parau*.

Unlike the Caribbean, the locals totally ignore the comings and goings of sailors unless you initiate conversation. Also unlike the practise of the boat boys in the lower Caribbean, nobody ever asks to run errands for you or hangs off the boat looking for a hand-out. In fact, we were able to leave the boat unlocked and unattended without having anything taken. Perhaps we were lucky, but the atmosphere lent itself to a lack of concern.

The sailing conditions were wonderful! With the trades blowing a steady 10 to 20 knots and the reef breaking up the swell, sailing at 6.5 knots in flat water was not un-

Skiff racing in Bequia, the workingman's island.

common. Our ocean trip to Bora Bora took six hours on a nice easy run. The return trips was 8.5 hours and required many tacks, however.

Our springtime visit featured perfect weather; air temps in the low 80's with lots of low cumulus gathering around the tops of the islands. They only rain we saw was on the lee side of Mt. Pahia in the Bora Bora. This famous landmark often creates its own weather, which occasionally breaks off in chunks and gives you a quick drenching. There was a nice breeze each evening, which necessitated the use of a light blanket. The daytime sun, however, was very powerful!

All the anchorages we stayed in were very quiet and nine times out of ten we were the only boat on the hook. Speaking of the hook, the depth was 80 to 100 feet in most places, so we always had about 300 feet of rode out. The sand or mud bottoms meant we never dragged, even on windy nights.

The snorkeling was generally very good, but not nearly as vibrant as many other places we have been. The best was off the



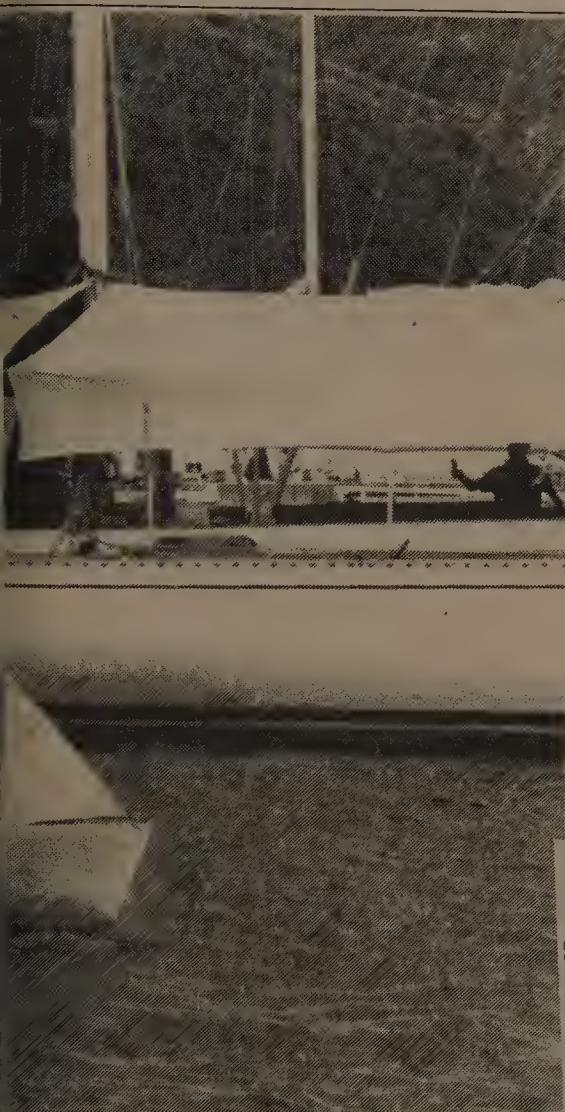
LARRY REISINGER

"Look, I'm standing up!"

Raiatea once and Tahaa twice. The second trip around Tahaa was a result of our entering the Vanilla Cup. The race and dinner, \$15 per person, were to benefit a local high school. Although we were second across the starting line, we were soundly trounced by the locals. The Moorings 51 is a slug in light air if you have to drag the dinghy behind.

We didn't make it to Huahine as we took

OF CHARTERING



LATITUDE/RICHARD

Bora Bora Hotel.

For our group, the charter was perfect in just about every respect and well worth the expense. The total cost for the charter and provisioning was \$2300 per couple; UTA from San Francisco to Raiatea was \$1800 per couple. We spent about \$900 more eating out and on beer, wine and trinkets. So it was basically \$5000 for two weeks for each couple. If my calculator is correct, that's \$178.57 per day per person. When you stack that figure up against most resort hotel rates you can see it wasn't a bad deal at all.

*larry reisinger
marin yacht sales*

Charter Notes

Anybody have any experience with the Ocean Voyages sailing charter outfit based in Sausalito? Joan Ryan of San Francisco is considering one of their two-week sailing trips to the **Galapagos Islands** and would like to have some reader feedback on that and other Ocean Voyages trips.

Rock 'n roll island. If you like to follow the stars, the rock 'n roll style variety that is, you'll want to charter out of St. Vincent or St. Lucia and sail to Mustique, the little island made famous by Princess Margaret. Two of the many celebrities who

have fabulous homes on this little outpost in the Grenadines are Mick Jagger and David Bowie. Over the holidays, Jagger hosted his annual benefit for the island's only school, the storybook structure seen in the accompanying photograph. Some 200 folks are said to have paid \$100 each to see Mick, his three kids and second wife. Apparently there was no charge to observe the former "street fightin' man" read the Gospel at Mass on Christmas morning.

Located just ten miles from the charming working man's island of Bequia, lovely Mustique features incongruously fabulous homes for that mostly impoverished part world. Many are complete with riding stables, multiple pools and other celebrity accessories. Mustique isn't the least bit commerical and doesn't do anything to attract tourists. Basil's Bar and a small grocery account for almost all the island's commerical enterprise. Although most of the roads are private, you're nonetheless free to stroll parts of the island and see where, for instance, old sugar mills have been converted to estates.

If you prefer to follow royalty rather than rock 'n rollers, the British Virgins is where you would have wanted to begin the new year. Lady Di recovered from her

just off Gorda Sound and owned by Richard Branson, the youthful big wheel behind Virgin Records, Virgin Airlines and transatlantic balloon trips. Royal watchers carefully noted that Di, who was photographed from afar wearing a purple and black one-piece, had left Prince Charles in foggy old Scotland.

If you're neither rich nor royal but have a day off from your cruise ship in St. Thomas, Kay and Jerry Littlefield have a recommendation: **day chartering the Virgins:**

"It all started with an 8-hour cruise ship stop in Charlotte Amalie over the Christmas holidays. We first went looking for Doug Tyler and Slo-Mo (featured in the December Latitude), but he is no longer in the business.

We left Tyler with six 1988 Latitudes and went over to Hirsch Yacht Charters. While not in the half-day business, Dave Hirsch suggested we try Island Sailing Inc., a 25-minute taxi ride (\$4 each) away. After arriving at American Yacht Harbor in Red Hook and explaining our time constraints to Dick Adams and his crew, they had us on the water in less than 30 minutes. We spent the next three hours sailing a new Hunter 23 all over Pilsbury Sound. It was



Mustique's only school got some 'satisfaction courtesy of Mick Jagger.

Royal holiday obligations by spending a week with the kids in the British Virgin Islands. Her hideaway was Necker Island in

great! They met us at the dock, gave us our deposit back, and directed us to the local taxi stand so we could get back to our ship by 4:30 pm. Exemplary service! A 700-ft cruise ship in the Caribbean is nice, but a small sailboat is more fun!"

Big O
OCEAN 71

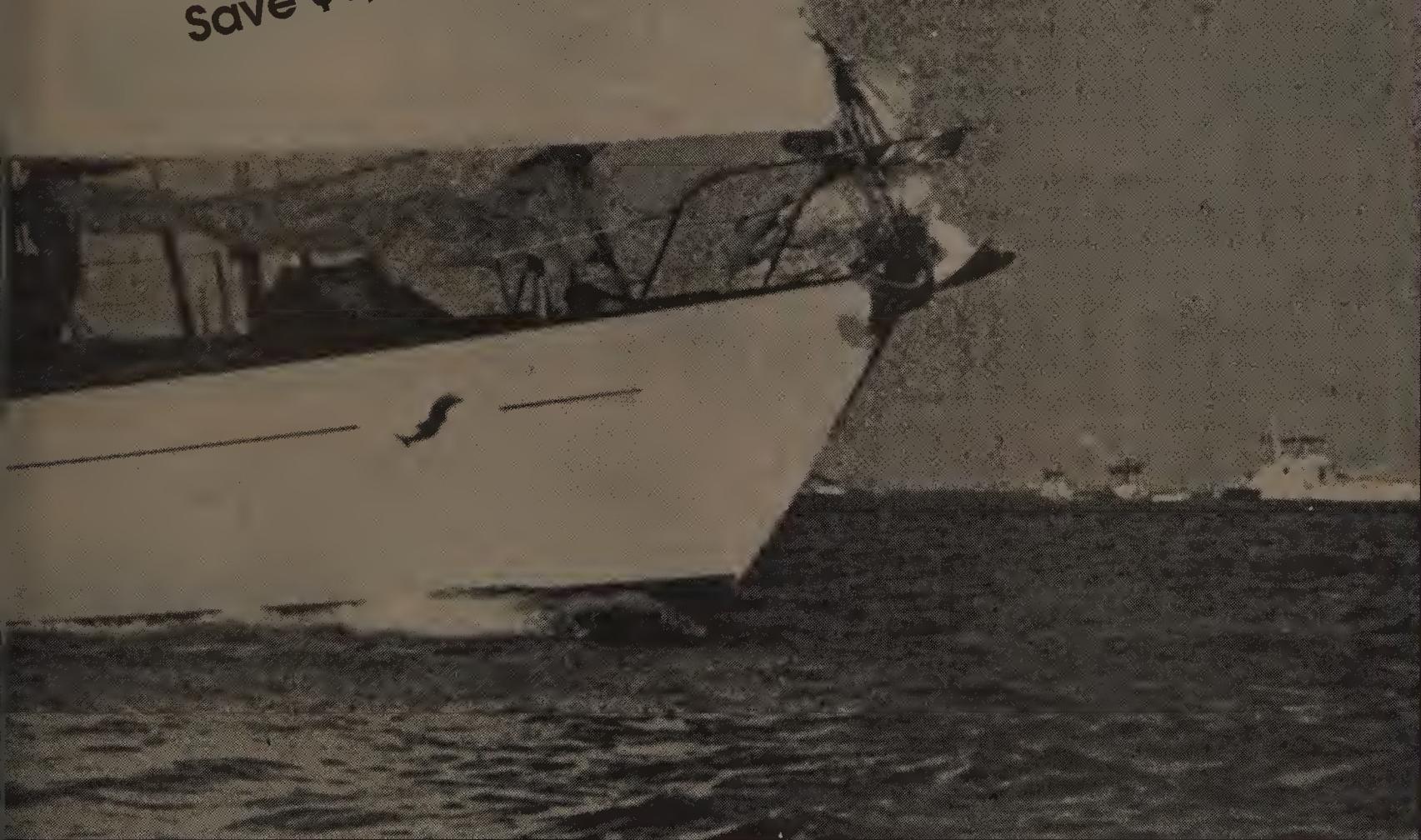
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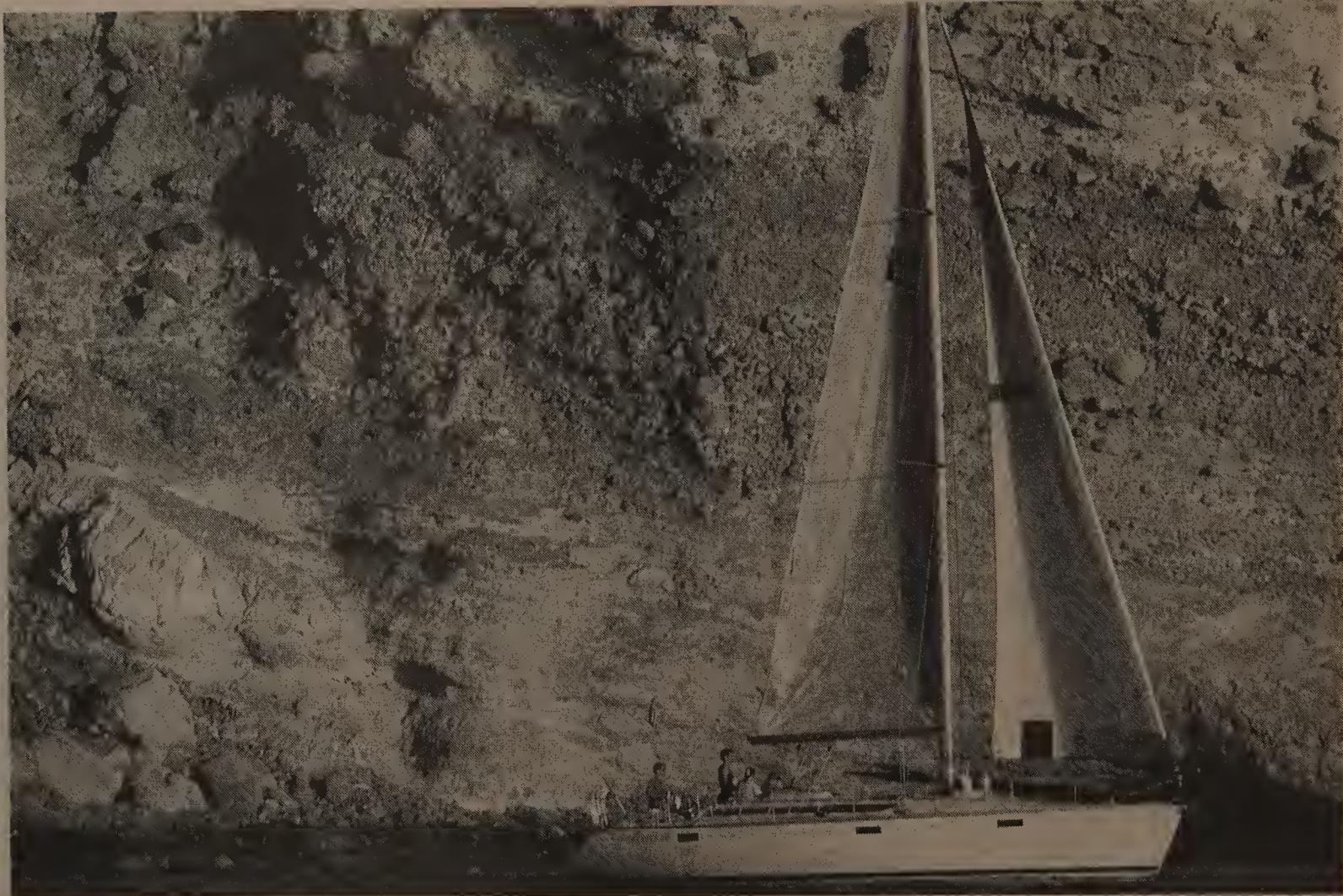
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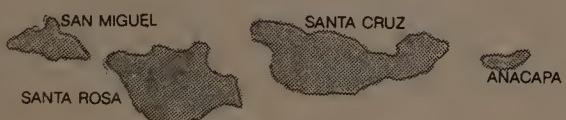


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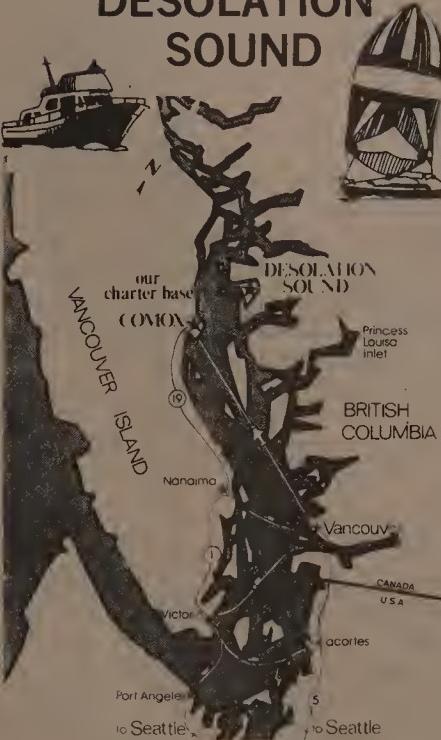
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THE RACING

This month we catch up with 1988's Sailor of the Year, John Kostecki, as well as see what's new on the collegiate racing circuit. Looking ahead a few months, we have previews of the upcoming *Ultimate Yacht Race*, the *Puerto Vallarta Race*, and the revived *MEXORC* series. There's also coverage of the *Three Bridge Fiasco*, five midwinter races and the usual smorgasbord of race notes.

Kostecki to Sail Six Meter Worlds

St. Francis YC has selected 24-year old John Kostecki, current J/24 and Soling world champion, to steer the club's Six Meter, St. Francis IX, in the prestigious Six Meter Worlds this August in Marstrand, Sweden. Jim Taylor, the club's former race manager and head of operations for the USA 12-Meter program, will be the general manager of the project. "I haven't really thought about who the crew will be yet," allowed Kostecki, "But we're more interested in finding people who can put in a lot of time and energy than in loading up the boat with rockstars."

Kostecki, who noted remorsefully that his Olympic crew — Bob Billingham and Will Baylis — is unavailable for the Six Meter Worlds, will be aided in the beginning of the eight month campaign by Russ Silvestri, who will steer a chartered near-sistership — the Australian Port Douglas, which like #IX is currently also stored in Sausalito — as a trial horse.

IX with a winged keel and new rig instead. That boat, an '85 Pelle Petterson design which came in second in the last two Worlds (in '85 under Tom Blackaller and in '87 under Paul Cayard), will apparently be replaced for the 1991 Worlds.

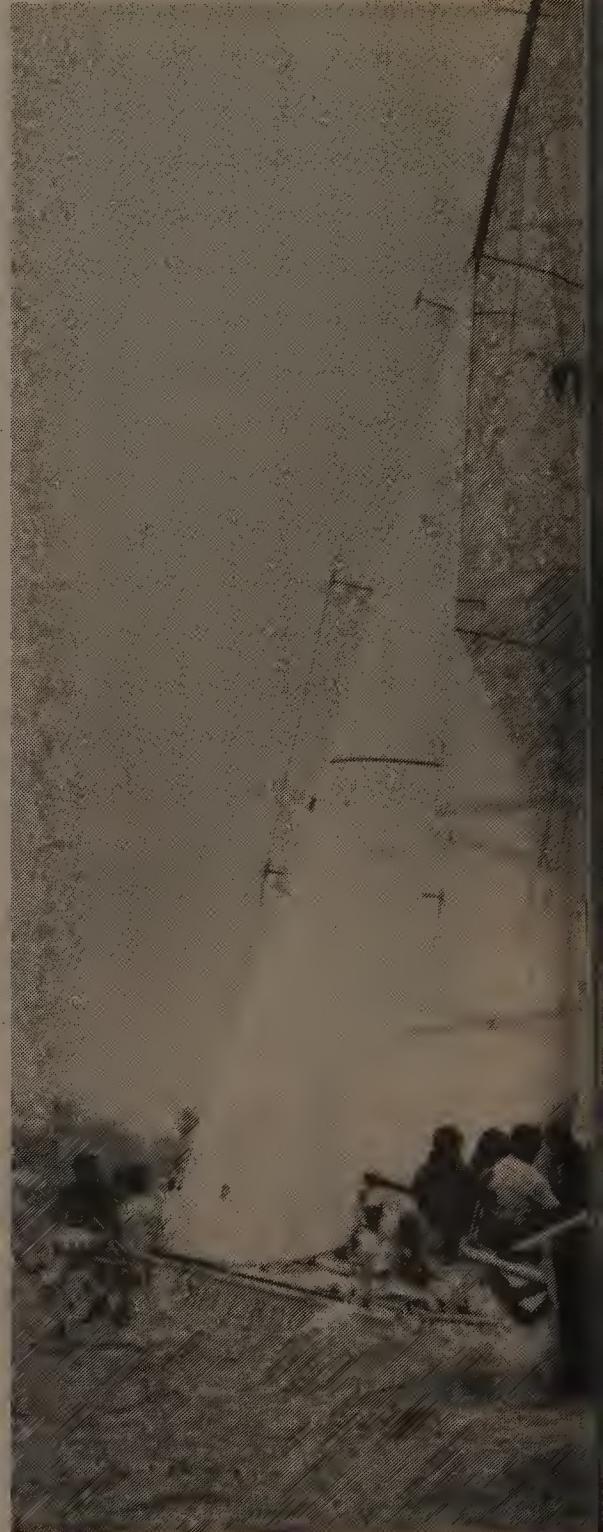
What's it like to sail a Six Meter, we wondered? "I don't know yet," laughed John, "I've never been on one!" We're sure he'll pick it up in a hurry when training starts in earnest, probably in early February. In the meantime, just to keep sharp, Kostecki went back to the J/24 Midwinters in Miami, which were held January 3-7. Against a 93-boat fleet, Kostecki and crew (Pat Andreasen, Jim Barton, Matt Ciesicki and Stu Eddings) finished 10th. They would have won the six-race, no throw-out series, but unfortunately were tossed from the last race for tacking too close at the windward mark. Floridian Jim Brady won the event, followed by Santa Barbara's Eric Arndt and Scott Young of Texas.

"We were actually quite pleased with the regatta, especially because we were still de-bugging a new boat," claimed John, who is also aiming at the J/24 Worlds in Kingston, Ontario in the first week of July. According to Kostecki, the J/24 Worlds should draw 60 or so boats, while the Six Meter Worlds will attract between 40-50. "I actually prefer to do the big championships back-to-back like that," says John. "You're pretty tuned up by the end of it!"

Ziploc Ultimate Race Heads West

The Ziploc Ultimate Yacht Race, which has a guaranteed \$400,000 purse this year courtesy of its new sponsor — Dow Chemical, the makers of Ziploc bags — has announced an expanded four race schedule for 1989: San Francisco Bay (March 22-26); Corpus Christi, Texas (May 31-June 4); Milwaukee, Wis. (August 30-Sept. 4); and New London, Conn. (September 20-24).

Last year, the Ultimate Yacht Race gave out \$250,000 in prize money at two



events in Texas and Connecticut; both regattas were won by a Connecticut-based boat, *Whale*, sponsored by Mystic Marine Finance and steered by top gun John Kolius. *Whale*, as the fastest of the four "Ultimate 30s" on the circuit, pocketed a total of \$113,000. This year the stakes are doubled: each regatta will have a purse of \$100,000 plus the total of the entry fees (\$5,000 per U-30 per race), meaning that the winner of March's long-awaited Ultimate showdown off Pier 39 — which race organizers are currently claiming will draw six boats — could take home \$130,000. Rumors about a local Ultimate 30 project are flying.

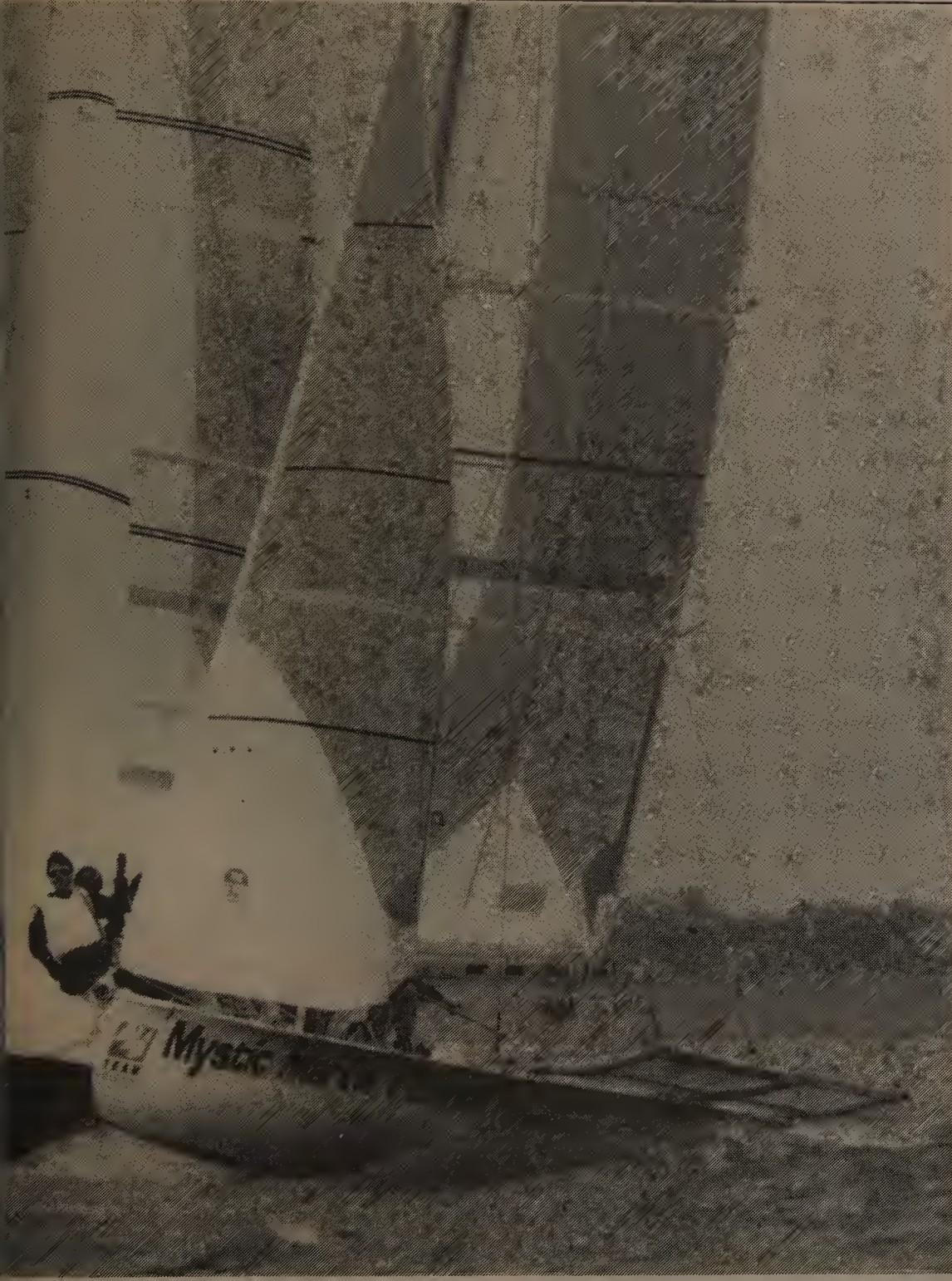
Two other divisions will compete: Johnstone One Design 14-foot skiffs, such as the ones used in San Diego's SuperCup before the "Coma Off Pt. Loma" last September, will race for a guaranteed \$10,000 per regatta. Also, an amateur



LATITUDE ROB

The Ultimate race manager, Jim Taylor.

Originally, St. Francis YC intended to build a new Six Meter for the '89 Worlds, but opted to trick out their current St. Francis



COURTESY GLENN DARDEN

Professional yacht racing returns to the Bay on March 26-30.

"exhibition" Laser regatta for ten top regional junior sailors will be held, with a \$1,000 to be donated to the winning sailor's club sailing program. Interested juniors should contact Jim Taylor, who will run the racing, at (415) 499-8519 for details.

The J/24 and Hobie 21 classes in the Ultimate competition have been dropped, however. Negotiations reportedly are underway to continue NBC television coverage of the Ultimate races (last year, three one-hour programs on the races were aired). Look for details of the upcoming Ultimate Yacht Race in the next *Racing Sheet*.

The Real Rose Bowl

As anyone with a TV set or a newspaper subscription already knows, a month

ago, on January 2, University of Michigan — the number one ranked college football team in the nation — beat UCLA in the Rose Bowl, 22-14. But the only Rose Bowl that mattered to west coast collegiate sailors was the regatta of the same name sailed a week later on January 7-8 at Alamitos Bay (Long Beach). Eighteen schools, including the Naval Academy from Annapolis, showed up for the busy weekend of FJ racing. The regatta was billed as the "clash of the titans", as last year's national champions, the UC Irvine Anteaters (who went into the Rose Bowl ranked number three) were eager to take a look at Navy, which currently occupies "their" number one spot.

But the expected showdown never materialized — the regatta instead turned into a battle between the co-hosts, Irvine and University of Southern California. Irvine, led by Mike Sturman's winning

performance in Division A, won the weekend; USC, with Steve Willits grabbing Division B, came in a close second. Brown University, of Providence, R.I., took the bronze, followed by Stanford and Navy. Berkeley turned in an uncharacteristically poor 13th place performance, largely due to a number of PMS's (premature starts) on the quick eight to 13 minute windward-leeward courses.

For Berkeley, the weekend was especially disappointing, as they would have passed Stanford, their traditional arch-rival, in the national rankings had they beaten them in the Rose Bowl. The last major event both schools attended was the Timme Angsten Regatta in Chicago over Thanksgiving, where Berkeley — anchored by their top helmsmen Seadon Wijsen and Paul Kerner — finished fourth, while Stanford ended up a deep twelfth. But the two schools will get plenty of chances to go up against each other soon, as beginning on February 4-5, there's a collegiate regatta every weekend until the May 6-7 PCC's.

Results of the Rose Bowl: 1) UC Irvine; 2) USC; 3) Brown; 4) Stanford; 5) Navy; 6) Long Beach; 7) Univ. of Washington; 8) Tulane; 9) San Diego State; 10) UC Santa Barbara; 11) UC San Diego; 12) UC Santa Cruz; 13) Berkeley; 14) UCLA; 15) Orange Coast College; 16) Western Washington; 17) Sacramento State; 18) UC Davis.

Puerto Vallarta Race

Del Rey YC's tenth biennial Marina del Rey to Puerto Vallarta Race on February 18 won't go down on the record books as the best attended Mexican race ever. In fact, only 15 boats have paid up for the 1,125-mile midwinter chute ride to sunny PV, despite the lure of staying afterwards in reserved slips in the brand new Marina Vallarta, complete with electricity and water. "It's the nicest facility in all of Mexico," figures DRYC race official Ray Schachter.

The depleted fleet will race under IOR and PHRF, with eight of the fleet having the potential to be first to finish. They'll have to hurry, however, to break the course record: 4 days, 23 hours, 00 minutes and 14 seconds, set by Dick and Camille Daniels in their MacGregor 65 Joss in 1985.

Why did so few boats sign up?

THE RACING

According to DRYC's Tom Redler, "Our event is later than usual this year (we always hold it on the full moon), while the 'TransPac Tune-up', Newport Harbor YC's Cabo Race on March 11, is a little earlier than usual. It's hard to do both, although I understand a few of the sleds are going to try. Another problem was that MEXORC, which usually draws some boats down via the PV Race, was revived way too late to allow people to rearrange their schedules."

Apparently, a few other sleds — *Cheetah* and *Swiftsure* — may yet sign up for the PV Race. But Roy Disney's *Pyewacket*, the first boat to enter, has definitely withdrawn: the "magic cat" is still on the disabled list after her bottom began delaminating on the way home from November's Cabo race. That still leaves five ULDB 70-raters — *Cheval*, the chartered *Citius*, *Grand Illusion* (ex-Hotel California), *Maverick* and the quick new *Silver Bullet* — to duke it out for line honors along with a pair of Big Macs (*Lean Machine* and *Fastrack*) and the

48 Libalia Flash; and John "Mr. Mexico" Williamson's *Pericus*, which he is entering in his millionth or so Mexican race.

MEXORC Revived!

Happily, the 1989 Mexican Ocean Racing Circuit (MEXORC), aka "The Betty Ford Classic", is back on the calendar again, scheduled for March 4-11. Several months ago, the Mexican Sailing Federation announced that the week-long regatta/party wasn't going to be held this year due to a lack of American sleds, which have lately made MEXORC into something of a south-of-the-border Cal Cup. MEXORC, it seemed, was destined to become a biennial event held in even years after the Manzanillo Race.

Just as everyone was getting comfortable with that concept the MSF decided to hold MEXORC in 1989 anyway. Why the turn-around occurred is anyone's guess — Mexico can be mysterious like that — but it's fine with us. On the theory that "if it works, don't fix it", the 13th annual



by a 10-mile motor to Careyes), two day races and a lay day in Careyes, then a 44-mile race back to Manzanillo, where two more 16-mile buoy races will occur.

According to John Gladstone of North Sails in San Diego, regatta officials are hoping to draw half a dozen American boats (which will have to motor almost 200 miles down the coast after the ill-attended Puerto Vallarta Race) and 8 or 10 Mexican boats from the Acapulco fleet. "Better late than never," says Gladstone, who figures the series will be fun this year because it will be predominantly for the Mexican boats. "Lately, MEXORC has turned into an A and B fleet for Americans, who have dominated the event, and a C fleet for the Mexicans. This year will be a small one for MEXORC, more like it was in the beginning."

"Next year, in 1990, is going to be the biggest and best MEXORC yet," adds Jeff Littell, a longtime MEXORC promoter. For more information on MEXORC, call seniors Littell, (714) 955-2710, or Gladstone, (619) 224-2424.

The Three Bridge Fiasco

The Singlehanded Sailing Society's fourth annual Three Bridge Fiasco lived up to its name on January 21 as a 4.9 knot ebb knocked all but 40 of 125 starters (25 singlehanders and 100 doublehanders) out of the race. The fleet had an inverted start off Golden Gate YC between 9:30 and 11

1989 Puerto Vallarta Race Entries

Rating	Yacht	Design	Skipper	Yacht Club
IOR A:				
70.00	<i>Cheval</i>	Nelson/Marek 67	Hal Ward	California
70.00	<i>Citius</i>	Santa Cruz 70	John Belanich	San Diego
70.00	<i>Grand Illusion</i>	Santa Cruz 70	Ed McDowell	King Harbor
70.00	<i>Maverick</i>	Nelson/Marek 68	Les Crouch	Kona Kai
70.00	<i>Silver Bullet</i>	Santa Cruz 70	John Delaura	Waikiki
IOR B:				
53.20	<i>Deception</i>	Santa Cruz 50	David McGinnity	California
44.00	<i>Checkmate</i>	Peterson 55	Monte Livingston	Del Rey
N/A	<i>Libalia Flash</i>	Peterson 48	Art Kamisugi	Hawaii
29.45	<i>Auspicious</i>	Choate 41	Rob Batcher	Southwestern
PHRF A:				
60	<i>Christine</i>	Custom 84	Fred Preiss	Pacific Mariner
39	<i>Fastrack</i>	MacGregor 65	Michael Rankow	Del Rey
39	<i>Lean Machine</i>	MacGregor 65	Tom O'Keefe	Capistrano
PHRF B:				
09	<i>Elusive</i>	Santa Cruz 50	Reuben Vollmer	Cabrillo Beach
48	<i>Prima</i>	Olson 40	Fred Kirschner	Coronado
66	<i>Pericus</i>	Centurion 47	John Williamson	San Francisco

gargantuan wooden *Christine*.

Noteworthy among the "smaller" boats are *Checkmate*, which DRYC staff commodore Monte Livingston is dragging out of mothballs for the race; Art and Libbie Kamisugi's Honolulu-based Peterson

MEXORC will follow the same format as last year: race headquarters will once again be the beautiful Las Hadas resort in Manzanillo, where the series will kick off with a day race on March 4, followed by the 34-miler up to Tenecatita Bay (followed



LATITUDE/ROB

The fans went crazy as the big PHRF boats jockeyed for the start at January's Golden Gate YC midwinters.

a.m.; the first boat to finish the 21-mile lap around the Bay, Carl Bower's Olson 34 *Ozone*, returned to the yacht club at 4 o'clock. For most, it was a slow and frustrating race — "your typical Fiasco", laughed SSS Commodore Ants Uiga, one of the race founders.

As always, the course "around" the three bridges could be negotiated in either direction. The way that worked best this year was the route that *Ozone* took: Crissy, then through Raccoon Straits on the last of the flood, Red Rock, low into the Berkeley Flats to get to Treasure Island, hugging the shore at T.I. to avoid the ebb, (but far enough off to avoid the wind shadow), and finish. *Ozone*, which Bowers and crew Herb Heil sailed under the Andreas Cove YC burgee, nipped Sally Richard's Express 27 *Frog in French* at the finish by 42 seconds. The first singlehander to finish was Joe Therriault's trimaran *Sundowner*. Thirty boats poured in between 4 and 4:30; after that, according to Ants (himself a DNF casualty), the window was basically shut.

The next event on the SSS schedule is the Singlehanded Farallones Race on — no fooling — April 1.

SINGLEHANDED:

DIV. I (multihulls) — 1) *Sundowner*, Buccaneer 33 tri, Joe Therriault.

DIV. II (0-126) — 1) *Interabang*, Beneteau 46, Jeff Winkelhake; 2) *Svendie*, Custom 38, Bruce Schwab; 3) *Logical Switch*, Express 37, Fred Joyce.

DIV. III (127-168) — 1) *Movin' On*, Jeanneau 32, Bob Neal.

DIV. IV (169-up) — 1) *Hawk*, Alberg 30, Steve

Collins; 2) *Impossible*, Ranger 23, Gary Kneeland; 3) *Navpalin*, Vindo 45, Jim Miller.

DOUBLEHANDED:

DIV. I (multihulls) — (no finishers)

DIV. II (0-126) — 1) *Ozone*, Olson 34, Carl Bowers; 2) *Frog in French*, Express 27, Sally Richards; 3) *Risqui Business*, Soverel 33, Karen Anderson.

DIV. III (127-168) — 1) *Witching Hour*, Olson 25, Keith Moore; 2) *Bankroll*, Olson 25, Michael Mayer; 3) *Chesapeake*, Merit 25, Jim Fair.

DIV. IV (169-up) — 1) *No Name*, Peterson 25, Bruce Pon; 2) *Snow Goose*, Santana 30, Ted Mattson; 3) *Rampage*, Cal 30-2, Bob Sleeth.

Race Notes

Coming attractions: our desk is swamped with press releases announcing this summer's special events. Among them are the **Olson 30 Nationals** (July 16-23, San Francisco Bay, StFYC), the **Thunderbird Worlds** (July 8-14, San Francisco Bay, Golden Gate YC), and the Richmond YC's **Big Daddy Regatta** (which will experiment with "IMS Uncertificates" cranked out by Jim Antrim, "The Wizard of El Sobrante") on March 11-12.

And don't forget about the second

MIDWINTER RACE RESULTS

SCC Midwinters

There's a lesson here somewhere: the Sausalito Cruising Club's January 7 midwinter race was cancelled due to the absence of Yellow Bluff buoy. The discovery was made by the first boats in Class A, who led the light air downwind parade from the start at Little Harding to the first mark, Yellow Bluff. Unbeknownst to the race committee and the competitors, the buoy had disappeared about two weeks prior to the race (the Coast Guard recovered it).

"We've had some bad luck this year with our midwinters," allowed SCC's Bob Wooll. The club will attempt to run two races instead of one on each of their last two midwinter dates, February 4 and March 4.

Golden Gate YC Midwinters

While many sailors elected to spend the afternoon watching the 49'ers rout the Bears, 82 boats nonetheless showed up for the Golden Gate YC midwinter race on

January 8. Unfortunately, a 5.5 knot ebb and an equal amount of wind conspired to turn the race into an exercise in frustration for most contestants, eventually forcing 30 to retire.

The race kicked off at one o'clock in an almost non-existent northeasterly breeze, mainly because the last GGYC race had already been cancelled and there was no provision for another make-up. "We had nothing to lose by starting the race, and every minute we waited for wind, the ebb was increasing," explained GGYC's Tom Martin.

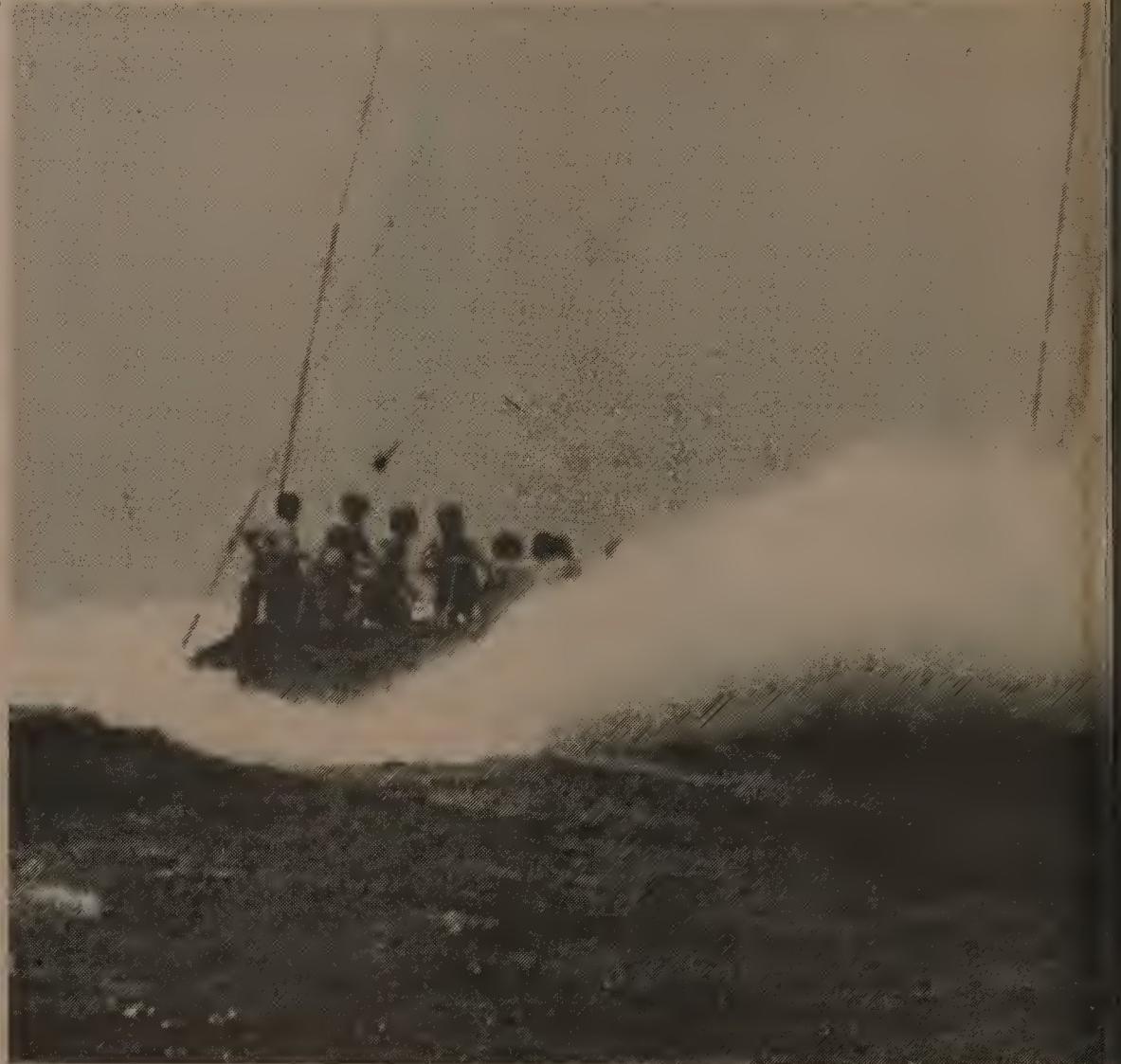
All 11 classes headed off for Blossom, then downwind and down current to Crissy, then to the finish — a 6.3-miler. The three biggest classes also had an extra loop back to Crissy thrown in, for an 8.2 mile course. The quickest big boat of the day was *Jazz*, which crawled around the course in 2 hours and 22 minutes. Their 3.45 knot average speed was good enough to beat *Leading Lady* and *Camouflage* boat-for-boat, as well as on corrected time.

THE RACING

annual **Volvo Regatta** on May 27-29. Last year, it attracted over 650 sailors crewing on 150 boats for what many thought was the best regatta of the summer. This time the turnout should be even larger: Volvo has invited eight classes — Santana 35s and Express 37s, as well as the six classes from last year (Etchells, Express 27s, Folkboats, Knarrs, J/24s, J/29s).

The 630-mile **Sydney to Hobart Race**, which begins each year on Boxing Day (December 26), was another blow-out this year. About 30% of the 119 starters dropped out as 25-50 knot headwinds and high seas battered the fleet in the first two days. Among the casualties was Rod Muir's exotic \$2.5 million (U.S.) maxi *Windward Passage*, which withdrew when its high tech Nomex deck began cracking. A disappointed Muir was quoted in the local Sydney paper as saying: "Our problem was that we couldn't slow down. The guys were thrown across the deck of the boat. We were coming out of 15-foot waves in mid-air. It was like driving a semi-trailer off a second-story building — there's a limit to how many times you can do it."

The overall winner of the race was



Illusion, a Davidson 34 steered by Ross Lloyd (helmsman of *Joint Venture* in the One Ton Worlds). A Farr 40, *Southern Cross*, was second; *Ragamuffin*, Syd Fisher's 19-year-old maxi, was third; David Forbes' Big Boat Series winner *Great News*

came in fourth, after sailing much of the race under a storm trysail. A Russian entry, the 13.6 meter *Veter*, finished 36th on corrected time.

The status of the **U.S. Admiral's Cup team** is up in the air these days, to

MIDWINTER RACE RESULTS — CONT'D

In the flukey going, the gap between the first boat and the last boat in both PHRF I and II was close to two hours.

Things were likewise jumbled up in the smaller classes. The best time on the 6.8 mile course was turned in by *Anna Banana*, Joe Durrett's Moore 24, which averaged 2.43 knots in winning PHRF IV. Swept backwards by the current, Durrett started about 20 minutes behind the rest of his class; *Fast Freddie*, which Jack Adam eventually sailed to the runner-up spot, started about 40 minutes late; and *George*, which Greg Palmer sailed singlehanded to third, actually started over an hour late! Obviously, nailing the start didn't have much to do with the outcome of the race.

With two races down and two to go, there are still four boats that have perfect scores (two bullets) and are therefore in the hunt for the coveted Manny V. Fagundes Seaweed Soup Perpetual Trophy. They are *Jazz* (which the race committee scored as tying with *Camouflage* in the first race); the Wylie 39 *Punk Dolphin*; the IOD *Bolero*;

and *Freyja*, a Catalina 27.

IOR — 1) *Jazz*, Beneteau One Ton, Rod & Malcolm Park; 2) *Leading Lady*, Peterson 40, Bob Klein; 3) *Camouflage*, Frers 45, Davant/Schultz. (8 boats)

PHRF I — 1) *Punk Dolphin*, Wylie 39, Jonathan Livingston; 2) *Re-Quest*, Express 37, Glenn Isaacson; 3) *Absolute 88*, Wylie 37, Keith MacBeth. (9 boats)

PHRF II — 1) *Yucca*, 8 Meter, Hank Easom; 2) *Audacious*, Peterson 36, J.C. Armstrong; 3) *Svendie*, Custom, Svend Svendsen. (16 boats)

SANTANA 35 — 1) *Sassenach*, John Paxton; 2) *Excalibur*, Byron Mayo; 3) *Wide Load*, Jim Bonovich. (6 boats)

PHRF III — 1) *Wave Runner*, Tartan 10, Krawiec/Campbell; 2) *Gammon*, Tartan 10, Randy Broman; 3) *Finest Hour*, Tartan 10, Lambert Thom. (7 boats)

PHRF IV — 1) *Anna-Banana*, Moore 24, Joe Durrett; 2) *Fast Freddie*, Olson 25, Wyatt Matthews/Jack Adam; 3) *George*, Olson 25, Steve Roberts/Greg Palmer. (8 boats)

PHRF V — 1) *Boog-a-Loo*, Cal 29, Andrews/Rogers; 2) *Esprit*, C&C 29, Tim Russell; 3) *Snow Goose*, Santana 30, Ted Mattison. (9 boats)

IOD — 1) *Bolero*, George Degnan; 2)

Whitecap, Tom Allen. (2 boats)

PHRF IV — 1) *Freyja*, Catalina 27, Ray Nelson; 2) *Jambalaya*, Ranger 26, John Rivlin. (13 boats; all others DNF)

KNARR — (One starter, no finishers)

FOLKBOAT — (Three starters, no finishers)

BYC/MYCO Midwinters

The weekend of January 14-15 was a pleasant one on the Berkeley Circle. Both days of the Berkeley YC/Metropolitan YC co-sponsored midwinters were sunny and mellow, with barely enough wind to propel the racers around the course.

Saturday's race was postponed three times as the wind faded in and out, but eventually got underway in a whisper of wind from the west. Everybody finished the 4.8 mile triangle before the 5 o'clock time limit, but it was close.

Sunday's race, a 10.8-mile tour around the Circle, was sailed in a shifty southerly, a perfect application for the so-called "Max Ebb Wind Shift Course". Not everyone was thrilled with the course choice, however — a number of the bigger



Typical midwinter racing on the Bay. Actually, we're kidding: it's Margaret Rintoul at the '82 Clipper Cup. Still our favorite sailing photo.

say the least. John MacLaurin has withdrawn Pendragon and Randy Short has halted construction on his latest

Sidewinder, leaving only Irv Loube's Bravura. If a new A.C. team isn't selected in a hurry, Loube will shift the focus of his attention away from the Admiral's Cup and onto the One Ton Worlds in Naples in May (Robbie Haines has been signed on as

the driver).

Afterwards, Irv hopes to join the U.S. team — if there is one — in England for August's Admiral's Cup. Short is presently looking around Australia and Europe to charter a pair of competitive race boats, one for himself and one for an unannounced charterer, to form a new team. Obviously, the original plan of picking the three boats early and practicing for three months on the Bay and three in Newport, R.I., has been abandoned.

The Admiral's Cup is the last of four events on the **Champagne Mumm World Cup 1987-1989**. After three series, the Australians (1st Southern Cross, 2nd Kenwood Cup) appear to have the series pretty well sewed up. The U.S. (1st Kenwood Cup — our World Cup team was different than our Kenwood Cup team which placed 2nd to Australia) and Germany (1st Sardinia Cup) are tied for a distant second.

We recently received our longest fax to date, a 16-pager from Hawaii, announcing an event called **The Coconut Crab Express**. It's an inverted start race/cruise (motors are allowed) from Honolulu to Palmyra Atoll beginning

MIDWINTER RACE RESULTS — CONT'D

boats ran aground in the inner portion of the Circle.

The four-race series concludes next month on February 11-12, followed by the elite "Champion of Champions Regatta" for all division winners on March 25.

SATURDAY SERIES:

DIV. A (0-144) — 1) Miss Conduct, Olson 29, Tom Mason; 2) Expeditious, Express 34, Bartz Schneider; 3) Bloom County, Mancebo 30, Carl Ondry. (10 boats)

DIV. B (145-168) — 1) Anna Banana, Moore 24, Joe Durrett; 2) Zot!! Choate 27, Robert Hrubes; 3) Fast Freddie, Olson 25, Jackson Adam. (11 boats)

DIV. C (169-186) — 1) Grand Slam, Cal 29, Fred Minning; 2) Summertime Dream, Schumacher 26, Cory Cook; 3) Shareholder, Holder 20, Gary Albright. (6 boats)

DIV. D (187-198) — Huffin, Cal 2-27, Jerry Olson; 2) Second Wind, Thunderbird, Mark Simmers; 3) Toots, Thunderbird, Curtis King. (9 boats)

DIV. E (199-up) — 1) Hawk, Alberg 30, Wren & Steve Collins; 2) Snowstorm, Ranger 23, George Morris; 3) Banjo, Ranger 23, Bum-Gallender/Simon.

(7 boats)

OLSON 30 — 1) Version Girl, Chris Maas; 2) Killer Rabbit, Bill Coverdale; 3) Vorticity, Jeff Gething. (10 boats)

J/29 — 1) Advantage, Patrick Benedict; 2) Blazer, Mike Lambert; 3) J Spot, Tom Fancher. (5 boats)

EXPRESS 27 — 1) Salty Hotel, Mark Halman; 2) Bessie Jay, Monroe Wingate; 3) Presto, John Todd. (19 boats)

SC 27 — 1) Bloody Mary, Franz & Mary Klitz; 2) No Name, Dave Pddy; 3) Bonedaddy, Marty Greathouse. (8 boats)

ISLANDER 36 — 1) Prima Donna, Eric Warner; 2) Blockbuster, Bruce Block; 3) Grumpy Dog, Cindy Hessenbruch. (7 boats)

J/24 — 1) Roadhouse Blues, Ray Williams; 2) Snow Job, Bob Richards; 3) White Lightning, Craig Weady. (19 boats)

MERIT 25 — 1) Twilight Zone, Paul Kamen; 2) Calalote, Ron Magoo; 3) Chesapeake, Jim Fair. (6 boats)

NEWPORT 30 — 1) Topgallant, Frank Hinman; 2) Mintaka, Gerry Brown; 3) Achates, Bill Schultz. (7 boats)

SANTANA 22 — 1) Sybaris, Mike Wilson; 2) Anemone, Hank Lindemann; 3) Hot Ruddered Bum, Eric Fieberling. (6 boats)

SUNDAY SERIES:

DIV. I (0-129) — 1) Risque Business, IYR-33, Karen Anderson; 2) Impulse, Olson 30, Barty Daniell; 3) Think Fast, Olson 30, Al Holt. (8 boats)

DIV. II (130-165) — 1) None, Star, Doug Smith; 2) Loose, Custom 24, Jerry Fisher; 3) Anna Banana, Moore 24, Joe Durrett. (11 boats)

DIV. III (166-168) — 1) Snow Job, J/24, Bob Richards; 2) Twilight Zone, Merit 25, Paul Kamen; 3) Roadhouse Blues, J/24, Ray Williams. (9 boats)

DIV. IV (169-195) — 1) Bad Dog, J/22, Johnny Walker; 2) Grand Slam, Cal 29, Fred Minning; 3) Antares, Islander 30 Mk. II, Larry Telford. (6 boats)

DIV. V (196-207) — 1) Freya, Catalina 27, Larry & Doug Nelson; 2) Temptation, Cal 2-27, Rollye Wiskerson; 3) My Toy, Ranger 26, Dave Adams. (10 boats)

DIV. VI (208-up) — 1) Snow Storm, Ranger 29, George Morris; 2) Naressia, Coronado 25, Bobbi Tosse; 3) Jubilee, Ariel, Don Morrison. (10 boats)

OLSON 29 — 1) McDuck, Peter MacLaird; 2) None, Rodrigo Leon; 3) Tsiris, Dan Nitake. (6 boats)

EXPRESS 27 — 1) Leon Russell, Leon Daniels/Russ Johnson; 2) Elan, Steve Lake; 3) Mantis, Rich Totte. (8 boats)

WABBIT — (5 starters; 0 finishers)

OLSON 25 — 1) No Name, Bill Thurman; 2)

THE RACING SHEET

sometime in early May, 1989. Palmyra, it turns out, is a small U.S. owned atoll 960 miles south of Honolulu. Probably not coincidentally, it also happens to be currently for sale for \$33 million. According to their fax, "all details and approvals for the race are not yet at hand, but we have had universally favorable responses to date." We'll let you know how the CC Express shapes up in the next few months. If you're contemplating racing — or better yet, buying the atoll — contact organizer Doug Vann as soon as possible at (808) 486-5381.

Looking for a bargain in the used boat market? How about two slightly used **12-Meters**, complete with tons of assorted 12-Meter paraphernalia? That's what's on the auctioning block at the Federal Courthouse in San Francisco on February 3 when St. Francis YC (or, more rightfully, the Golden Gate Challenge) will unload their two 12s, the canard-ruddered *USA* (aka R-1 or #61) and her less famous prototype *Duraflame* (E-1, #49), to the highest bidder. What's the multi-million dollar package going to fetch, you wonder? Considering that 12-Meters appear to have



LATITUDE/JOHN R

This could be you! Why not pick up a pair of used 12-Meters at the Feb. 3 auction?

been dropped off the America's Cup dance card for good, we figure the aluminum duo is worth about as much as a Christmas tree on December 26. Be that as it may, rumor has it that Bob Cole, a major backer of the Golden Gate Challenge, will personally own the 12-Meters as of next Friday.

Gone but not forgotten: the Royal Hawaiian Ocean Racing Club, which exists

mainly to administer the Kenwood Cup, recently announced that due to popular demand the controversial 775-mile Around the State Race (aka "**Hate the State**") has been dropped from the 1990 schedule. A 390-mile sprint from Diamond Head to Kaula Rock (30 miles WSW from the island Niihau) and back has been substituted in its place. The marathon State Race was certainly a classic — but to paraphrase Mark Twain, a classic is something that everyone wants to have done, but no one wants to do. Other changes to the next Kenwood Cup (August 1-16, 1990) include the addition of an IMS division and a fourth triangle race.

Attention Swan owners: the annual **Audi Sobstad Race Week** (June 22-25) will offer a Swan class for the first time this year. The race organizers are hoping the series, which is held in Long Beach and open to boats with PHRF ratings between 36 and 174, will attract Swans from up and down the west coast. Seems like a good excuse to take the 'ol Swan on that coastal cruise you've been postponing...

Eight bells: **George Barrett**, the first commodore of the Pacific Cup Yacht Club and a member of the St. Francis and Sausalito Yacht Clubs, died suddenly of cancer on December 20, 1988. George, who chartered *Charley* for the '86 Pacific Cup, helped revive the "fun race to Hawaii" by founding the Pacific Cup YC in 1987. He also raced locally, including chartering *Scarlett O'Hara* for the last Big Boat Series.

News from the **Singlehanded Sailing Society**: the next Singlehanded TransPac is still 17 months away, but according to race chairman Peter Hogg, the SSS has already received 14 inquiries about it, "most of which came about because of Latitude's coverage of the last one." The start is set for June 23, 1990, and there will be classes for IMS, PHRF and multihulls. Four multihulls have already expressed interest: the soon-to-be built *Shuttleworth 60 Verbatim*, the new *Double Bullet*, *Aikane V* and *Great American* (ex-*Travacrest Seaway*) And, of course, there's Hogg's born-again *Tainui*, which is coming back to life as a trimaran ("more training wheels!" laughs Peter). "This should be the biggest race yet," claims Hogg, who can be reached at Box 1716, Mill Valley, CA, 94942, or by calling (415) 332-5073.

MIDWINTER RACE RESULTS — CONT'D

George, Steve Roberts; 3) **Dog Lips**, Bruce Bates. (13 boats)

SANTANA 22 — 1) **Anemone**, Hank Lindemann; 2) **Carlos**, Robert Ward. (4 boats)

Encinal YC Jack Frost Series

The third of six races in Encinal YC's popular Jack Frost Series occurred on January 21 in moderate breezes. Despite a 4.9 knot ebb, most boats were able to finish the short courses (6.15 for the big guys; 5.75 for the little ones) in good time.

DIV. A — 1) **Sea Peptide**, Express 34, Fred Voss; 2) **First Class**, Express 37, Bill Staub; 3) **Surefire**, Frers F-3, Jon Carter. (14 boats)

DIV. B — 1) **Glory Days**, Pretorian 35, Andy Rothman; 2) **Severn**, Annapolis 44, Ryle Radke; 3) **Espirit Victorieux**, First 35, Joe Milano. (8 boats)

DIV. C — 1) **Twilight Zone**, Merit 25, Paul Kamen; 2) **No Slack**, OI-25, Bill Thurman. (3 boats)

DIV. D — 1) **Grand Slam**, Cal 29, Fred Minning; 2) **20/20**, Cal 29, Phil Gardner; 3) **Kamila II**, Ranger 29, Bill Keith. (10 boats)

DIV. E (Catalina 30s) — 1) **Mona Too**, David Halaby; 2) **Moon Child**, Paul Tanner; 3) **Fat Cat**, Seth Bailey. (8 boats)

DIV. F — 1) **Lelo**, Santana 27, Emile Carles; 2) **Sea Saw**, Steve Wonner, Holder 20. (8 boats)

DIV. G (Non-spin.) — 1) **Something Special**, J/35, B. Frolich; 2) **Coast Starlight**, Morgan 382, John English; 3) **Therapy**, Sabre 34, Bob Kilian. (9 boats)

DIV. I (Islander Bahamas) — 1) **Cahada**, Dan Bjork; 2) **Step Too**, Bob Cohen. (4 boats)

Santa Cruz Midwinters

Thirty-seven boats zipped around a 6.16-mile course in 9-12 knot breezes on January 21. The longest anyone spent on the race course was an hour and a half: "short and sweet, then up to the bar," was how one anonymous racer described it.

DIV. I — 1) **Octavia**, SC 50, Stewart Kett; 2) **Kabala**, Olson 30, Jay Bennett; 3) **Animal House**, Olson 30, Matt Lezin/Tom Akrop; 5) (tie) **Pacific High**, SOB 30, Snyder/Olson/Bassano and **Outrageous**, SC 40, Rick Linkmeyer. (23 boats)

DIV. II — 1) **Moorgasm**, Moore 24, Morgan Larson; 2) **Adios**, Moore 24, Dave Hodges; 3) **Speedster**, Moore 24, Jim Samuels; 4) **Robin Kae**, Olson 25, Ronald Riley; 5) **Pathfinder**, Ariel, Ernie Rideout. (14 boats)

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CHANGES

With reports on the east coast of **Central America**; a thumbs up for the **Pedro Miguel Boat Club** off the Panama Canal and nice words about **Cartegena, Colombia**; the latest on cruising in **Costa Rica**; an 11.5 month itinerary in a 30-footer to **Polynesia** and back; an update on **Puerto Vallarta**; the latest word on **European cruising**; a quick report on berthing in **La Paz**; more on the rapid changes in **Puerto Vallarta**; and the usual **cruise notes**.

Captain Musick - Young 43

Tony and Cara Dibnah

**East Coast of Central America
(Long Beach)**

Greetings from Key West, Florida!

We left Panama in the end of July and sailed directly for Roatan, Honduras. The trades caught us the second day out and we did more continuous sailing in this passage than in all our time in the Pacific. Really fabulous!

The route we chose took us north from the Canal between Columbia's Isla de San Andreas and Isla de Providencia. We kept well east of the Miskitos Channel, through the Main Cape Channel west of Gorda Bank, rounded Cabo Gracias a Dios, and stayed about 20 miles off the

that San Andreas is a beautiful island with a good anchorage. It's also a bit more costly to check into; something between \$100 and \$200. The banks and small island off Cabo Gracias a Dios can be dangerous. The weather around the Cape is often variable and can be quite nasty. We relied on our radar and SatNav to navigate the area. A less risky route would have been to stay to the east of Gorda Bank until it was possible to sail west to the Bay of Islands.

Coxen Hole, on the west end of Roatan, is where we checked into Honduras. Upon arrival you can get a one month visa; numerous one month extensions can be added on. It's not necessary to hire an agent, although it's handy if your Spanish is weak. Yachts may also check in at Isla de Guanaja to the east of Roatan. But the ones that did so last year were required to pay some mordida. Coxen Hole is also the easiest place to buy supplies, although prices are quite high because everything must be brought in. The quality and quantity of fruits and vegetables suggests that it's best to reprovision in Panama.

Roatan is a wonderful island. The people are warm and friendly, there are fantastic reefs, and away from the towns the water is very clear. The scuba divers we met claimed that the diving is, with a few exceptions, the best in the Caribbean. The sailing is very good, although if you sail parallel to the island you're either running or beating. There are frequent flights to the mainland. Shrimping is a large industry, with most of it being sent frozen to the United States. They will sell to individuals; we bought five pounds of fresh, headless, frozen shrimp for \$3 a pound. Roatan is developing rapidly and will soon lose some of its charm to the tourist trade. But for all of the activity on Roatan, the Cayos Cochinos to the south are still largely undiscovered. Utila, the westernmost island in the group, didn't strike us as having much to offer.

It took an overnight trip to sail from Utila to Livingston, Guatemala at the mouth of the Rio Dulce. Boats drawing more than six feet need to pay close attention to the tides, although local boats



COURTESY CAPTAIN MUSICK

Cara and Tony in the Western Caribbean.

coast of Honduras. Although we made the trip non-stop, many boats stop at the various islands and banks. We've been told

are always willing to pull yachts off. Some charge, some don't. The officials at Livingston were the most professional, organized and friendly we have ever dealt with. They all came out to our boat for inspection, a cold drink and to collect papers. The cold drink is not mandatory, but it gets very hot. Fruit juice suffices. When you arrive at the various offices later in the day, the paperwork is done quickly. The holding ground is not the best, but it allows you to get an early morning start up the Rio Dulce, by far the best time of day to make the short trip.

And what a fantastic trip it is up that river! In the beginning the river winds through steep, jungle-lined, limestone cliffs. After a few miles the river widens and you enter the Golfete, where the water is fresh and manatees are reported to live. The Catamaran Hotel and Marina, and the Manana Marina are a few miles up the river. Both are good places to leave a boat for bus travel to the interior. Lago Izabal is just a few more miles up the river. There's also a completely rebuilt Spanish fort on the way to the lake. You could spend

IN LATITUDES



COURTESY JACK TOMSON

Pete Sutter's old 'Spirit' moored at the Pedro Miguel Boat Club, Panama.

months exploring the entire area. In fact, many cruisers that have come to the Rio Dulce for hurricane season have stayed for years. The Guatemalan officials encourage tourists and ensure that paperwork and red tape are kept to a minimum.

We decided to leave the safety of the Rio Dulce while Hurricane Joan was making her unusual westerly path toward Nicaragua. The weather was good for our seven day passage to Key West. One day out of Florida we were boarded by the men of the Coast Guard vessel Shearwater. Despite the fact we were sailing at seven knots under main, jib and genoa, they didn't require us to alter course or reduce sail. They were courteous, friendly and businesslike during their hour stay. We were favorably impressed.

Back to America! Good food, fresh water, restaurants! But first we had to check back in. Only the captain may leave the boat to go ashore, and he may only go ashore to contact Customs. There are very strict on this point and have assessed fines of up to \$1,000 for improper behavior. The officials arrived promptly, however,

and went through their duties.

Although we didn't experience any problems, our officials could sure learn a thing or two from those in Central America. Everywhere else we'd been the officials had treated us with more courtesy and goodwill. It's a small thing, we suppose, but if I were arriving by a foreign boat, my first impression of the United States would be that of mild animosity rather than a welcome. Of course, our experience may be different than that of others.

Captain Musick will start making her way up the ICW until the weather becomes too cold. In the spring we hope to continue up to the Chesapeake before moving on to the Bahamas for the late fall and winter.

— cara & tony 11/2/88

Spirit - S&S 33

Jack & Barbara Tomson

Pedro Miguel BC & Cartegena
(Northern California)

Want to get more out of your Panama

Canal experience — and give your boat a freshwater bath at the same time? If so, pay a visit to the Pedro Miguel Boat Club, tucked into the corner of a small lake next to Pedro Miguel Lock, the third one in from the Pacific side.

We found it a pleasant alternative to the Balboa and Panama Canal YCs. From the club's quiet tropical setting, you can watch the big ships pass through the locks, two every hour, 24 hours a day.

Inaugurated in 1937, the boat club features an airy two-story clubhouse with a cozy honor-system bar, commercial kitchen, and a dining room so large that it's a dandy place for sewing projects. The atmosphere at the club is low key, so you can work on your boat, organize a pot luck, or hop a bus to Balboa or Panama City for shopping.

It costs 20 cents per foot per day, which includes the use of excellent showers, a free washer and dryer, as well as water and electricity on the dock. We



'Spirit's' Jack Tomson with feathered friend.

felt it was safe enough to leave our boat there while we made a trip back to the States.

The club's energetic manager, Russ Godgeon, is an experienced and knowledgeable sailor who proved very helpful. Space is limited at the club, so if you're interested, give him a call at 324509 from either Balboa or Colon.

CHANGES

Then, when you're making your Canal arrangements, just tell them you want to stop at Pedro Miguel, an out-of-the-way boat club that's definitely off the beaten path.

From Panama we sailed to Colombia, Aruba and Curacao.

Having heard all the horror stories about Colombia, we certainly hadn't planned on stopping there enroute to Venezuela. But in the San Blas Islands we talked to people who had actually been to Cartegena and liked it. After hearing additional favorable reports, we decided to give it a try.

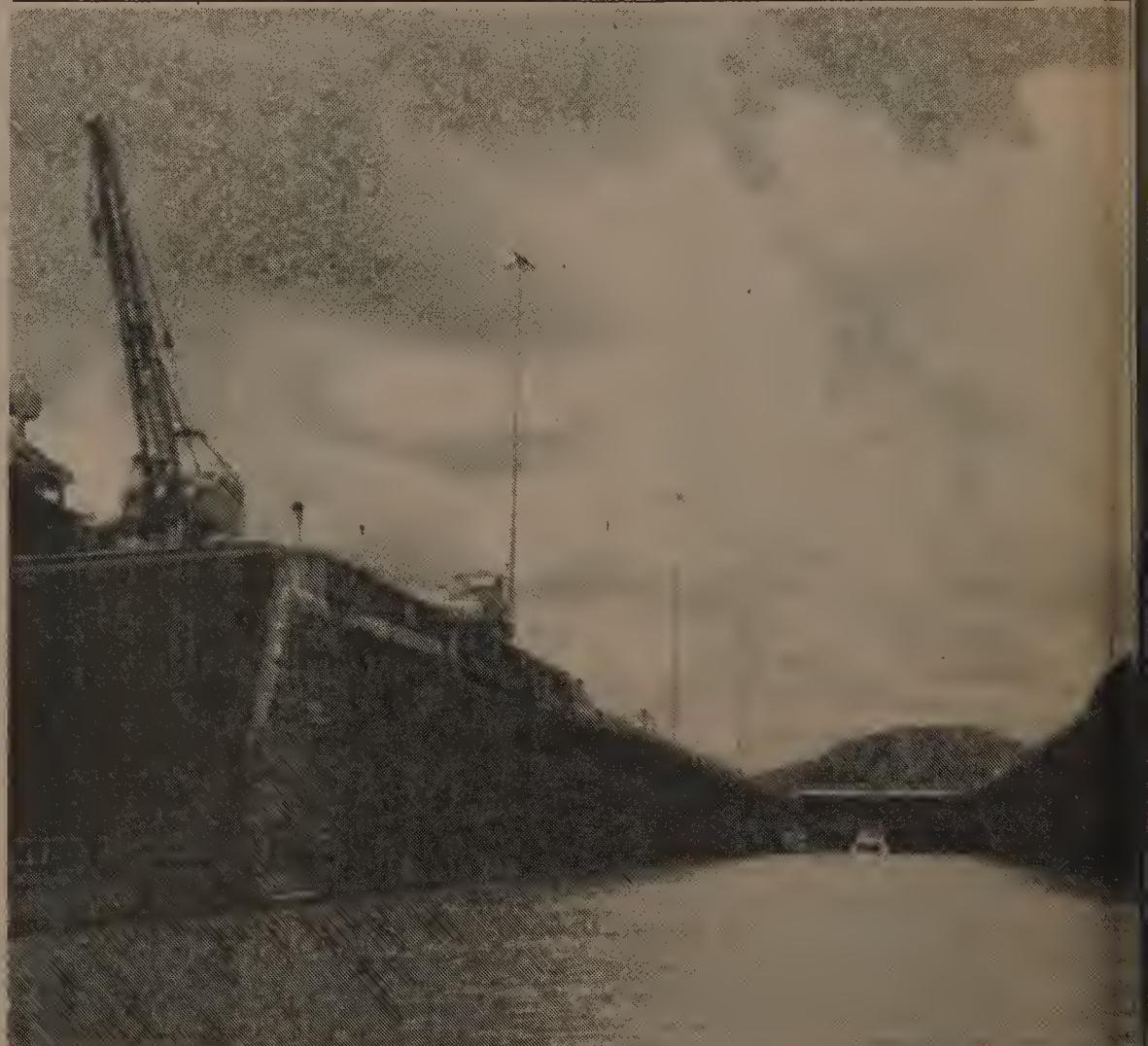
It's 280 miles from Colon to Cartegena; a little less if you go from Isla Grande, a nice overnight stop. Our trip was uneventful and sailed in light winds all the way. As we approached Cartegena, a one knot current helped us along. For anyone headed that way, a chart of Cartegena Bay, a ten-mile long channel that you enter at Boca Chica, is a must. (Incidentally, you don't want to confuse Boca Chica with Boca Grande, where the remnants of an underwater wall still exist from the days of the Spanish galleons.)

Once at Cartegena, we headed for Club Nautico, a small marina owned by Norman Bennett. The amiable Aussie guided us to our slip and handed us a couple of cold beers as we stepped onto the dock. It was a nice welcome. Bennett explained that he'd arrived in Cartegena 15 years before, bought the yacht club, and then built *Silvia*, a 60-ft wood schooner that he day charters to tourists.

At the head of the twin docks there's a thatch-roofed bar and restaurant, a great place to hangout and shoot the breeze with other yachtsmen. Norman's usually on hand for conversation and consultation, too. The shower facilities are primitive but adequate, but the price is right. Just three dollars a day, plus whatever you run up on your own tab.

Checking in with the authorities is the expensive thing, costing \$50 to \$60 depending on the size of your boat. An agent handles the negotiations for you, as you cannot do it yourself.

Cartegena is a picturesque, 450-year old walled city. It's rich in history, with Spanish forts, cathedrals in pastel colors, and narrow winding streets graced by flower covered balconies dripping with



Pedro Miguel lock on the Panama Canal. It's the third one in from the Pacific.

ferns. Just wandering around the city is a delightful experience. There are plenty of restaurants in all price ranges to choose from, from tiny *luncherias*, where you can dine for a dollar, to Club de Pesca, located in a fort built 400 years ago. For more exotic fare, you can try a Brazilian *Brasileiria* where they slice 12 different kinds of barbecue meats off a sword and onto your plate.

Cartegena is a tourist town, where wealthy Colombians spend their holidays and their pesos, so the ambiance and faces are happy and friendly. After being off-limits for so many years, now seems to be the time to visit Cartegena. It certainly is a well-protected harbor and an interesting stop-off point for yachts travelling to and from Venezuela. We loved it!

— larry bryant 12/4/88

Christmas In La Paz

For the second year in a row, cruisers spending Christmas in La Paz have made the holidays special for themselves and for hundreds of the poorest families in La Paz. The 1988 Christmas effort was sponsored by the Club Cruceros de La Paz, and was generously supported by both member and

non-member cruisers.

In the three-week period ending December 23, cruisers donated over 2,000 items of clothing, bedding and food, as well as kitchen, household items and toys. The support of the Christmas Drive by the children in the cruising fleet was exemplified by 5-year old Laura on *The Rapture*. She donated two of her favorite coloring books and half of her crayons.

Over \$1300 cash was received. This was used to buy 446 items of children's clothing, 29 baby blankets, and 34 large blankets. Much of the money was raised by a unique 'mariner's auction'. Cruisers were asked to go through their bilges and lockers to find items which they expected to have no use for and then donate them to the auction. All cash received went to the Christmas Drive. The auction raised over \$200 for the Neediest Families in La Paz Christmas program and over \$500 for the program help La Paz orphans.

At the auction local musicians donated songs, taco vendors their food, cruisers and the Berkovich Boatyard marine equipment, and Marina de La Paz the use of a slip for a day and use of their compound for the auction itself.

Paul on *Infine* came up with the idea for the auction and served as an entertaining auctioneer. He was assisted by

IN LATITUDES



COURTESY JACK THOMSON

Jimi on Windsong, as well as Gail of Jazac and Steve on Stevedore who did the accounting. Rainbow Chaser's Chet was the most aggressive bidder and kept the action lively.

Christmas Eve morning, a caravan of 22 vehicles carrying over 80 cruisers and 30 young members of the Pentathlon Deportivo Militar Universitario delivered the gifts to poor families in the "colonies" of La Paz. The Pentathlon Deportivo, the largest non-political youth service organization in La Paz, assisted us in identifying the families in greatest need, providing crowd control and the distribution of gifts.

Bev and I were delighted that the Club Cruceros de La Paz asked us to chair this Christmas program; it made the holiday very special to us.

— bill & beverly hatter
mad hatter

Bill & Beverly — We applaud your efforts and hope everyone getting ready to go cruising will not throw their "old junk" away but bring as much as possible along with them to Mexico where it is so needed and appreciated.

Rear Commodore Jimi Murillo wrote to tell us that the Club Cruceros January cruise was to have been a seven-day island hop from Pichilinque to Caleta Partida, to

Isla San Francisco, to Isla San Jose and back to Pichilinque. "Sometimes it's hard to have a good time down here, so we improvise", he writes. Here's to hoping that the Northerns were absent for the cruise.

Oui Si - Yorktown 33

Randy & Louise Harman
Puntarenas, Costa Rica
(Long Beach / Dana Point YC)

We spent this last June in Puntarenas — part of the time on a double mooring at the Costa Rica YC. The comments about the Costa Rica YC in the August *Latitude* by Sr. R.J. Fernandez are certainly accurate from our experience. The setting is nice, the staff is helpful and cordial, and security is excellent. We felt comfortable enough with the Costa Rica YC to leave Oui Si in their hands while playing tourist in some other parts of that beautiful country.

We would be remiss when talking of Costa Rica and Puntarenas if we didn't tell of another yachtie hangout. Puntarenas Yacht Services, located just past the old Bananas bar and two blocks before the Coast Guard facility, is run by Egard, a yachtsman from Scandinavia, and his Tica wife, Anna. They have shower and laundry facilities, a color TV with VCR and excellent film library, a cooler chest with cold soft drinks and beers (30 cents for beer), and a dinghy dock with a fresh water tap. Cruisers can anchor out and use the PYS facilities for \$2 U.S. a day. All the services and drink tabs are on the honor system, with payment due when you leave or at monthly intervals. Egard and Anna do all they can to help the yachties enjoy their stay in Puntarenas.

There has been an increasing awareness in the Costa Rican government that tourism is good for the country, its economy and its people. Hence, many changes (port and immigration officials, for example, are now more fair, honest and helpful) have been made for the better and the federal Dept. of Tourism solicits constructive comments for further improvements. Although cruisers are not known to be big spenders, we still probably average \$250 to \$750 U.S. per month for each boat visiting. Costa Rica, we might add, is an excellent value for your money.

Last year the Department of Tourism in the capital of San Jose sponsored a Fourth of July party at Puntarenas Yacht

Services. Tables and chairs were set up; there was red, white and blue bunting; and large American and Costa Rican flags. With an open bar, hors d'oeuvres, a sit-down dinner and dancing, it was quite a gala event. The party was attended by representatives of local, provincial and national government, as well as innumerable cruisers — who dressed for the occasion. It was nice — but a little strange to see our flag, sing the national anthem and celebrate the Fourth as guests in that warm and friendly Central American country.

The following is a list of boats that passed through Costa Rica on their way to Panama; many of them attended the Fourth of July party:

Adara, Airborne II, Ariel, Barbara Joyce, Brabo IV, Carina, Cap't Musick, Chatelaine, China Lady, Commotion, Cat's Cradle, Darsi, Dulcinea, Fluor, Fourth of July, Gone With the Wind, Illusion, Karma II, Kismet, March Wind, Maui Moon, Maxwell's Demon, Osprey, Oui Si, Perky,



COURTESY OUI SI

Anna taking care of business at the friendly Puntarenas Yacht Service.

Poco Loco, Pasa Tiempo, Pilot, Queen Anne, Psychic Flight, Restless Wind, Reliance, Sorocco, South Fork, Spinster, Spray, Stella Polaris, Tularia, St. Brendan, Wavelength, Westwind, Windrose, Vixen and Wind Psalm.

P.S. We're now in Roatan, Honduras

CHANGES

on the way to Rio Dulce / Lake Isabel in Guatemala, as well as Belize, Cozumel, and then back to the US of A! Of all the places we've been to so far, our favorite is Cartagena, Colombia.

— randy harman 11/18/88

Jatimo — Odyssey 30 Jan Miller, Ramona & Electra Sylva

Mexico, Polynesia, Hawaii (Oyster Cove Marina, South S.F.)

The following is an outline of *Jatimo's* 11.5-month circuit of the Eastern Pacific, demonstrating what can be done with a good old 30-footer:

10/11/87 — Departed San Francisco.

10/24 to 11/10 — In San Diego.

12/6 to 12/16 — Fun times in Cabo.

12/20 to 1/7/88 — Christmas, New Years and Electra's birthday in Puerto Vallarta.

1/15 to 1/25 — Hot and lovely times in Acapulco.

1/28 to 2/6 — Watching the Super Bowl in a Z-Town pizza parlor.

2/9 to 2/16 — Watching the racers arrive in Manzanillo around Valentine's Day.

3/6 to 3/11 — Enjoying the water slides at Mazatlan's "Mazagua".

Marquesas have lots of rain.

6/5 to 7/5 — French carnival and Polynesian culture in the Society Islands.

7/30 to 8/29 — Sailing back to the USA with hurricanes coming too close for comfort!

9/23/88 — Haulout and back to work — we are broke!

Jan reports that he, Mona and Electra all had a "wonderful time as all went well and as planned". Just another case of a small and unpretentious boat doing big things.

— latitude, from Jatimo letter, 12/20/88

Not Aboard Fandango - Rafiki 37

Herb Lawson & Barbara Strong

Puerto Vallarta

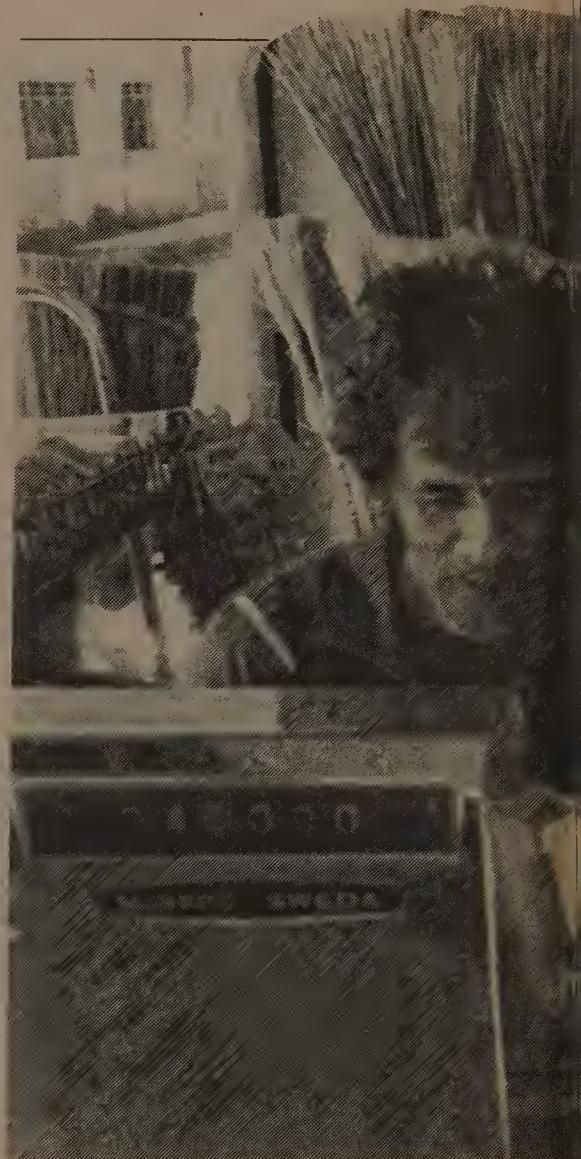
(Sausalito)

In December we travelled by cruise ship to Puerto Vallarta — which wasn't nearly as much fun as our 1985-87 sail to Mexico and beyond aboard our Rafiki 37, *Fandango*. But any sea voyage is worth taking. Arriving at Nuevo Vallarta Marina just before Christmas, we took the opportunity to play Santa Claus by bringing *Latitudes* to all the cruisers.

As many cruisers tell it — and we were able to confirm — Mexico has lost some of her bargain-basement charm. For cruisers dreaming of living on a few hundred dollars a month in Mexico, it appears the troubled economy can no longer afford to give much away.

Cervezas in port cities from La Paz to Puerto Vallarta are often the equivalent of \$1.25 or more in average bars and restaurants. Shrimp dinners have soared from a few bucks, when we last cruised Mexico, to \$12 or \$15 now. Ordinary fried fish, ribs or simple breaded steak now cost \$7 to \$9 in typical Puerto Vallarta restaurants, which is easily double their price a few years ago. Toast and coffee in our modest hotel was \$2.25. Some cruisers claim inland prices are lower, but we had no chance to check that out.

We wondered if only restaurant prices were up, so we scouted a couple of big supermarkets. Both, including a government Conasupa, shocked us with steep prices for such basics as chicken (almost \$6 for a small whole bird) and \$2.80 for a six-pack of Corona. Staples, such as flour at 35 cents for two pounds, still seemed inexpensive. Many cruisers we spoke with



talked of moving on to Costa Rica, which no longer seems so expensive.

We hasten to add that Mexico remains the same wondrous place in other respects. The best things in life are still free in Mexico, such as the smiles of the children.

Like all good tourists, we had a handheld VHF and, from our hotel balcony, checked into the 0830 Puerto Vallarta net on Channel 22. To our great surprise and pleasure, a reply came back from Pat and Harrison Walker on their 55-ft schooner. We had first met the Ventura couple three years ago in Cabo San Lucas where they pressed us into duty to witness their marriage aboard a friend's boat. This time they were anchored across Banderas Bay at Cruz de Huanacaxtle, a lovely village much favored by cruisers. We joined them for a few beers and heard their tales of rising prices during a year's cruising in Mexico. They may head for Costa Rica and the South Pacific soon.

Some of the boats in Puerto Vallarta just before Christmas:

Naute Enuff, a Hunter from San Francisco with Mike and Barbara Leonardo aboard; *Osprey*, another San Francisco boat with Ralph and Arlene; *Surfari*, with Mark and his dog from Long Beach; *Halcyon*, (one of three by the same name)



COURTESY JATIMO

The 'Jatimo' crew in Acapulco.

3/13 to 4/9 — Haul out in La Paz and Baja Haha Sail Week.

4/14 to 4/18 — Clear Cabo for Polynesia.

5/11 to 5/29 — The unspoiled



LATITUDE/RICHARD

in the marina), a Westsail 43 owned by Jack and Jacquie of Long Beach; *Halcyon*, with Roy Smith of San Diego; *Gannet*, Ken and Jo Rambo's Force 50 from Point Richmond; Redwood City's Harold and Lucy aboard *Summer Breeze*; Newport Beach's *Cygnus*, Norm and Lon's *Caymanis* from Seattle; and, *Lady McLin*, a Tayana 37 from Seattle. "It's still cheap compared to the United States," said the couple on *Lady McLin*, "but you can't eat the same way." The couple report they are headed for the Caribbean.

— herb & barbara 12/31/88

Herb & Barbara — If the folks on *Lady McLin* think Mexico isn't cheap, wait until they get to some places in the Caribbean where we've been charged as much as \$4.50 for a plain rum and coke, \$8 for a handful of green beans, 20 cents a gallon for water and \$3.00/gallon for diesel.

Of course, if people are really serious about cheap cruising and living, the number one spot in the world today is Venezuela, where the Bolivar is still falling against the dollar. From all reports we've gotten, it's still the land of \$2 steak dinners, 13-cent beers, 8-cent/gallon diesel, \$10 wild nights on the town for four, and new

Corona, Pepsi, brooms — they've all gone up down in P.V.

hardbottom inflatables with Evinrude 15 hp outboards for \$1200.

Our good friends from the East Bay, George Glicksman and Norma Hoover aboard the modern staysail schooner *Symphony*, should be arriving in Venezuela any day for a haulout and cruising. We're expecting a full report from then on the life and prices in Venezuela.

Baba Wawa - PC 44

Chuck Wolf

Puerto de Santa Maria, Spain
(Portland)

I believe it was 1984 when I last wrote you of my wanderings. As you can see from the postmark, I've had some changes in latitudes since then!

In November of 1984 we arrived in Galveston, Texas, having departed Portland in August of 1983. I was on the beach until December of 1986 with unwanted acquisitions and a few other normal stresses and strains that resulted in one less wife, custody of Baba Wawa, and Watch Puppy the dog. After that, we departed for Gulfport, Mississippi, with stops along the way moored to barges, tied to shrimpers

and a two-day stay at a real marina on Lake Ponchartrain.

After five days in Gulfport waiting out a winter gale, my son and I lifted the hook on Christmas Eve and got far enough into the Gulf to run into a beauty of a winter gale that featured gusts to 80 knots. We made it to Key West in just under 75 hours, including being boarded by the Coast Guard off the Dry Tortugas at 0300. The Coasties were inspecting for adherence to Federal Safety Regulations, and since I was carrying no unauthorized Mississippi soybeans, we continued on to Key West. We put a month in at Hemingway's old haunt before heading north to Miami, Miami Beach and Fort Lauderdale.

On May 16, 1987, with everything checked out as much as possible, the pointy end was directed to St. Georges, Bermuda. Ten days later, right at dark, we were there. We spent the next 11 days at the Customs dock. This first real offshore trip (not counting the crossing from Isla Mujeres to Galveston) was a real confidence builder and good preparation for the 1900 nautical mile leg to Horta, Isla Faial in the Azores. We made that crossing in 16 days and five hours, a very respectable time that included 24 hour runs as low as 96 miles and as high as 184 miles. We had no real storms or blows, just a constant running between Atlantic highs and lows to 38°N.

Horta is a jewel of a city; quaint, cheap and fun. But with our logo painted on the wall and good weather ahead, we decided to cruise on to Ponta Delgada on Isla San Miguel. However, just a third of the way out between Islas Pico and Graciosa, we were confronted with a real ball-buster. It took ten hours of tacking and fighting to get clear. After the most uncomfortable night yet, we arrived at a very welcome Ponta Delgada in fog and drizzle. We stayed three days.

Our leg from there to Vilamoura, Portugal was a really exciting run. Two-and-a-half days of nothing; then the Atlantic really woke up with a bang. We clocked off four successive runs of 202, 211, 203 and 198 nautical miles, and made it to the Customs dock in seven days flat. It's the last time I'll push that hard; it's too much work and keeps you alert for hours on end. From now on I cruise at a comfortable pace.

CHANGES

Vilamoura was very nice. An artificial harbor that is rapidly building up and becoming a prime European resort, it is also getting expensive. However, the Med was beckoning, and in early September I was busting through a *levanter* on my way to Gibraltar, watching the Straits shoot tankers or freighters out every minute or so like a shells from a cannon.

A week in Gibraltar was enough for me. Once you have seen the Apes Den, the Ragged Gates and the wilds of Main Street with all the shops, Gibraltarians, Moroccans and had Fish & Chips at Old Irish Town, it is time to leave. So we continued on to Costa de la Luz, where a wonderful winter was spent in Estepona.

Estepona is a modern marina just 36 kilometers from Gibraltar. A short walk from town are many restaurants, a good Hipermercado and open market. But as with everything in Spain, as formal entrance into the European Economic Community draws near, prices continue to rise; the drop in the dollar didn't help, either. Side trips to Ronda, Grenada and the Alhambra, Cordoba and Torremolinas and Malaga did wonders for morale, however.

In June, sunnier climes beckoned, so it was off to Mallorca, Ibiza and Espalmador, via Almeria where the beaches abound in bare beauty and the blood of an old man really starts to flow with the speed of light. Fourth of July in Ibiza was really a blast at Phyllis', named after the owner, a transplanted stewardess and alumnus of the University of Texas who serves the best barbecue ribs on the eastern side of the Atlantic.

A *levanter* blew me back across to the Costa, and after a stop in Almeria once more to replace a broken alternator belt and blown alternator, we went on to Furengirola, where my lady love on a visit flew back to her business in the U.S. once more. I travelled on via Gibraltar and Estepona to bid good-byes to friends.

I am ready to depart Europe tomorrow, weather permitting. I'm heading for the Canaries, and then on December 15 I'll leave for Bridgetown, Barbados. The leg from the Canaries is 2800 miles; if I can maintain my five knot average, I should make landfall in about 22 days. There I'll be able to settle back in the land of the everwarm, where the dollar is still



Barbados: 'Baba Wawa' made it all the way here from Portland via Europe.

worth a little something.

My time in the Med was worth it, although much takes getting used to over there. The Spanish of Mexico and Central America changes quickly to local idiom and accent, but you can still make headway.

Many West Coast boats have come through. If you're next, from Bermuda on you can contact the UK/Med Net at 0800 GMT, 1200 GMT & 1800 GMT daily. Morning control is G4FRN; noon is G8OS; evening is G4FRD. They will advise, follow and keep a good check on you.

Anyone going to Europe will enjoy it. Bring good cheer. The vino is cheap, but Europe is keeping green with our bucks.

— chuck 10/30/88

More On La Paz Berthing

Periplus - N/A

Kent Amberson

La Paz, B.C.S.

In reference to the informative October article by Mac Shroyer of Marina del La Paz about the berthing and mooring facilities in La Paz, I think it would be appropriate to list the prices charged at the different marinas and moorings.

In addition, there was no mention

made of Marina de Almira, Beachcomber Moorings, or the new moorings being put in by Rafael at Multi Services de La Paz.

The following charges, are to the best of my knowledge, somewhat accurate:

Marina de La Paz — Slips go for \$230/mo. The dinghy dock is \$25 and diesel is available.

La Paz Club de Yates — End ties are \$4.75/month/foot. Moorings are \$120/month. Dinghy dock is \$25/mo. and diesel is available.

Marista Moorings — End ties are \$3.30/foot/month, while moorings are \$2.20/foot/month. Parking is 55 cents a day and diesel is available.

Abaroaas Boat Yard — Docks are \$140/month, moorings are \$40/month and the dinghy dock is \$25/mo. Diesel is available.

Marina Palmira — Berthing is \$7.50/foot/month with an extra \$65 for liveaboards. Car parking is \$100/month. Diesel may be available soon.

Beachcomber Moorings — Moorings are available at \$70/month and more should be available soon.

The above prices are as of late December 1988 and are for a 40-ft boat. It's very likely that prices were adjusted upward in January of 1989.

It's worthwhile noting that the



LATITUDE RICHARD

minimum wage in La Paz is currently 7,800 pesos a day. That's about \$3.45 U.S. a day. The peso is currently 2270 to the dollar.

— kent amberson

Kent - Thanks for that information. We're going to assume, however, that the \$100/month for a car at Marina Palmira was a typo.

**Magellan - Tayana 37
Richard & Barbara LeVine
Puerto Vallarta
(Las Vegas)**

While we have found all Mexican officials to be friendly and nice, taking care of paperwork can nonetheless be a trying experience. What follows is a particularly bad example.

Having arrived in Puerto Vallarta on a weekend, I checked in with the Port Captain early on Monday morning. Things were fast and efficient there. A form was filled out and then filed in a drawer, probably never to be seen again. After handing them a copy of the crew list from the last port, everything was done.

In the next office a form had to be typed with seven or eight carbon copies. After leaving and returning several times, the clerk gave us three copies and sent us

to Aduana.

The lovely lady at Aduana smiled, took one copy of the crew list, then handed us a blank form that she needed back in quadruplicate. We — there were four other skippers going through the same process — went to get copies made. Since the nearest copy machine was broken, we took a taxi to and from the nearest functioning copier.

The woman at Aduana then inserted a sheet of the ubiquitous carbon paper and typed away. Then the captains had to sign each copy and pay between \$3 and \$5. From what I could tell, there was no logic behind whether you had to pay the higher or lower amount.

Once the signing and paying was done, the Aduana woman departed to obtain a signature and then returned — to her desk! There she neatly arranged each pile of papers on her desk. She then just sat there for about 20 minutes. Finally, the captain among us with the best Spanish inquired what the delay was about. The lady replied that "it would be just a few minutes more". So we sat there for another 30 minutes before asking again about the delay. We got the same reply and another 20 minutes passed. "No problemo", we were told, "just wait".

Finally her supervisor came out of his office and we asked him what was happening. He said he didn't know and asked the lady. She explained that someone had taken the "Paid" stamp, so she couldn't stamp our papers which prevented her from completing our papers. Obviously this seemed ridiculous to us, but her supervisor understood completely.

When we asked if they couldn't borrow a "Paid" stamp from another office, the supervisor said (in Spanish): "Oh, that's a good idea." A search of all the offices in the building, regrettably, failed to uncover the necessary "Paid" stamp. Our group's offer to buy a stamp from a nearby stationary store was vetoed by the Port Captain who said "an official stamp" from Mexico City was required.

Everything came to a complete standstill for another 20 minutes at which time the Port Captain and the head of Customs engaged in a heated toe-to-toe discussion. They finally decided to call the Governor of Jalisco to solve the problem. The Governor declared that it would be

alright for them to approve our documents by writing "Paid" on them by hand. After 12 people initialed everything, our documents were approved, we were given copies, and we were finally free to continue on to Immigration. Naturally that office is downtown and thus a cab ride away. Fortunately, they just took one copy of the crew list and tossed it in a drawer.

Finally we were checked in!

To make matters more inexplicable, the check-in procedure varies from port to port as well as from boat to boat within the same port. Sometimes officials require four copies of the crew list, but the next time you might have to have six. Other boats need none! The only rule is that there are no rules.

The best advice I can give is to have lots of copies of everything and keep smiling. Don't ever be in a hurry as it will just slow things down. Always wait until your presence is acknowledged, and even then it's best to engage in some polite conversation before getting down to business.

You don't want to try and get business done at government offices late on Friday; the people — especially the supervisors — like to leave a little early. Besides, Monday morning seems just as good to all concerned. The other thing you don't want to do is arrive, like our friend Dave on *Kristyane*, just after a cruise ship. Dave had to wait for hours as the port officials and an officer from the *Tropical* spent nearly forever counting and recounting the ship's port fees which were being paid with boxes of 1000 peso (45 cents) and 2000 peso (90 cent) notes.

Puerto Vallarta has been growing by leaps and bounds. *Gigante*, a new supermercado like a stateside K-Mart or Target, is just that: gigantic. It features complete groceries with fruit, produce, nice meats, BBQ chickens, etc.

Space to anchor around Puerto Vallarta is limited and apparently will become more scarce in the future. Marina Vallarta was free until the 10th of December at which time a \$30/night fee was instituted. The marina presently has no electricity, no potable water and no security. If the nightly fees are too high, you can always join the club for \$20,000.

Marina Isla de Iguanas no longer allows transients nor do the fishing docks.

CHANGES

You can still anchor in "The Pond", but we're told it will be filled with berths in the next several years. Construction activity in the area would seem to confirm that. There's still plenty of berth and anchorage space at Nuevo Vallarta. Unfortunately, the entrance is not being dredged or maintained and is down to five feet at low water. And, it's still an expensive cab ride from town. Buses are cheap; about 12 cents to anywhere. But, it's a two mile walk from Nuevo Vallarta to the bus stop.

The P.V. cruiser's net is alive and well each morning at 0830 on channel 22.

If you're sailing down from Cabo San Lucas, you'll be cheered to hear that Puerto Vallarta is far less expensive. The restaurants are moderately priced except in the American hotels. Some good yet inexpensive restaurants in the old part of town include Los Arbolitos, El Tucan (for breakfast), as well as Prego and Ciao (for Italian). Avoid Carlos 'n Charlies unless you enjoy poor food and service and enjoy being ripped off!

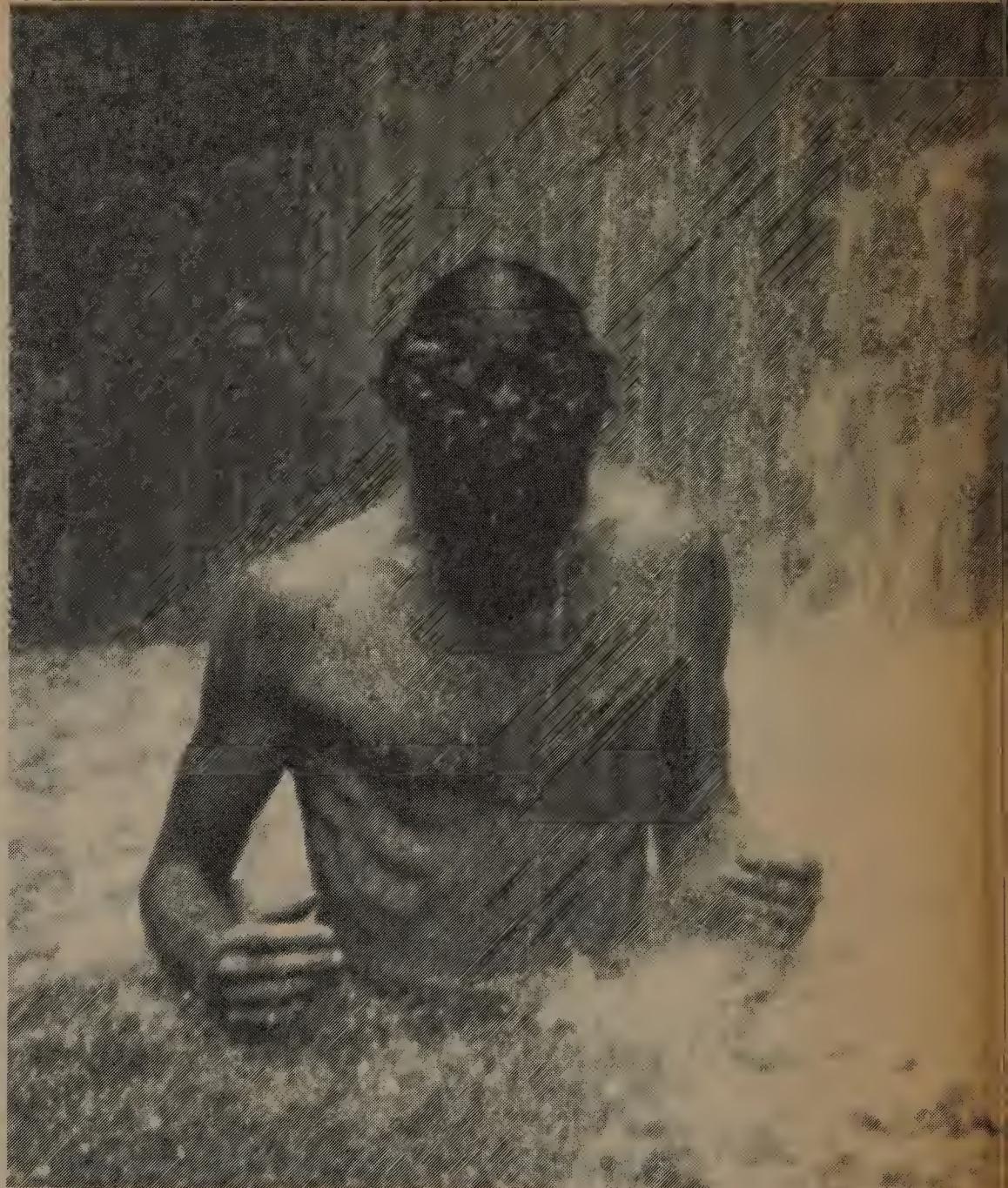
Beef and chicken are only good if from Sonora. Shrimp is expensive and lobster goes for California prices. Pork spare ribs are good at many places as is the Giro take-out chicken at several locations. Forget hamburgers — although this may change when a new Hard Rock Cafe opens. Hot dogs are just okay and the pizza is nothing exceptional. We recommend sopa Xochil, a spicy Aztec soup. Pozole, with pork and hominy, makes a great and inexpensive meal at some of the smaller places.

Yelapa, a ways down Banderas Bay, has been taken over by tourists and the obnoxious and rude locals who cater to their dollars. You're not left alone and you're overcharged when you buy anything. The 30 minute horseback ride for \$10 is not worth it. You can easily walk up to it; besides, Yosemite has nothing to worry about.

All in all, we enjoyed Puerto Vallarta. You will too if you can ignore the smog and dust.

— richard 12/10/88

Richard — We think there's a valuable lesson to be learned from check-in experiences such as the one you had. Once we can accept the fact that such a check-in doesn't seem that unusual to Mexicans, we



can begin to realize that different cultures have very different concepts of time and what is and isn't important. As the world becomes smaller, we're going to need to keep reminding ourselves of this.

Cruise Notes:

Feeling crowded during the height of the cruising season in Mexico? Then give some consideration to sailing out to Socorro Island and the Revillagigedo Archipelago. Nick and Betty Coates, who have spent six months of each of the last four years cruising aboard their Peterson 44, **Expectation**, report "the two weeks we spent there over the Christmas holidays a few years ago were the highlights of all our cruising."

One fellow who won't be able to make that trip on his boat is Englishman Peter Haabgood. According to third and fourth hand sources, Peter lost **Sequel**, his 35-ft Maurice Griffith cutter, off Mag Bay on December 8 of last year. We don't have details, but apparently the older boat, which had carried him from England to the San Juan Islands, came apart in moderately rough seas.

Another boat went up on the beach near

Mag Bay when her skipper disbelieved his navigation instruments, which indicated he was being swept toward shore by strong currents. His instruments were correct, but apparently the boat was later towed off the beach.

Dorothy and Bob Doyle of Sunnyvale spent much of last summer cruising the East Coast's IntraCoastal Waterway aboard their Pearson 323, **Faith**. They were nice enough to send us photographs of some of the Northern California boats they saw along the way, although they weren't able to get the names of the owners and crew. In Beaufort, South Carolina they saw the San Francisco-based sloop **Dawntreader**; in Myrtle Beach a handsome sloop called **Stardancer** that her owner bought on the East Coast and hopes to cruise for a year or two before bringing her to her home port of San Francisco; and what looks like a Swan 39, named **Whistler**, also from San Francisco, that is headed to the Caribbean with a Latitude 38-carrying couple aboard.

Our winter is hurricane season in the southwestern Pacific Ocean. Early in January Cyclone (hurricane) **Deliah** nailed New Caledonia with 100 knot winds. Conditions

IN LATITUDES



LATITUDE RICHARD

The falls at Yelapa — still worth the hike.

were so bad that Vanuatu, a short distance away, had to postpone the impeachment of their president. A week later two tropical storms, Fili and Gina, passed through with little damage. In other cyclonic action, tropical cyclone Calasanjy hammered the Mozambique Channel while tropical storm Dona roiled up the Indian Ocean.

Bob Rowland, owner of the "Bodega/Golden Gate 30" should be somewhere between Florida, Belize, Panama, the Galapagos, Tahiti and Tonga. He left Annapolis way back about Thanksgiving.

Dick and Pam Sproul aboard the Portland-based **Savitar** report that a new holiday tradition was established among cruisers spending the holidays in Zihuatanejo: the Z-Town Cruiser's Christmas Party.

"The idea came alive on the cruiser's net a few days before Christmas. In less than a week a feast fit for a king had been volunteered. The effort was spearheaded by Kathy Anderson of **Seadater**. Jean Claude, proprietor of Carlos' Dive Shop on Los Gatos Beach, very generously offered his shop

and residence as an organization center and use of his stereo system for the traditional carols and beach music. The weather was warm - in the mid-80's - which encouraged a variety of non-traditional Christmas activities: volleyball, snorkeling and lounging on the beach. Doran Cushing of **Panache** was well received when he showed up with a grab bag of books and magazines for all. Boats participating included *Varnous*, *Half Moon*, *Wanderlust*, *Seafever*, *Pheu*, *Stargazer*, *Pegasus*, *Bittersweet II*, *Wandering Star*, *Michaelanne*, *Milagra*, *Orbit II*, *Moon Passage*, *Sin Rumbo*, *Vanilla*, *Lubeck*, *Katy T*, *Raiatea*, *Seadater*, *Panache* and *Savitar*.

We've been receiving so many *Changes* recently that some have to be severely abbreviated - or if they are timeless - held for later publication. Some quickies:

Tucker Burling pulled into Cairns, Australia last October, 2.5 years out of San Francisco aboard **Dura Mater**, a 25-ft Fleur Bleue. Tucker would like to know if anyone has seen Rusty aboard **Trekka II**, another very small wood boat. The last Tucker knew, Rusty was headed out of Western Samoa for Port Vila, Vanuatu.

We'll have more on Tucker's adventures next month.

Australia seems to have become a popular destination for cruising Californians. Nancy Haire and Don Reinhart, aboard the Oyster Point Marina based 32-ft gaff cutter **Plum Cake**, arrived in Brisbane between Christmas and New Years. Of the 412 nights since sailing from San Francisco, 325 were spent anchored or moored, 86 at sea, and one at a wharf. "For us," they say, "ground tackle was the number one safety item." Amen.

Ardeth Lobet and Mike McKeown aboard the Portland based *Espirt 37*, **Sanctuary**, arrived in Cof's Harbor, Australia in early November. The couple have been out cruising since 1983 and spent much of the time in either New Zealand or Tonga.

Over on the other side of the world, Alviso's Martin and Joyce Aalso advise that they sailed their Robert's Spray 40, **Nanok**, from Poland to Spain last summer. We'll have a full report next month. San Rafael's Jim Crittenden has spent the last eight summers and more cruising Europe aboard his Halbery-Rassey 31 **Tempi**. We also have a report on his most recent European adventures in the next issue. Linnah and Merlyn Rae report that since their last *Changes* in October, they've sailed south from Oregon to Morro Bay (and surely Mexico by now). They report that their pet poodle had "five apricot poodle pups", four of which made it. As of the last writing, they'd sold a female to a couple in Morro Bay and were still looking for buyers for the others. The Rae's began their cruise a little more than a year ago with a winter's stay in Brookings, Oregon. We'll have their short report on that north coast alternative to Crescent City in the next issue.

The Crew List works - at least so says Cynthia Elmore of Petaluma, who because of the List is having a wild time cruising the South Pacific aboard **Sonoma of the Isles**. We'll have more on the adventures of that boat and her owner/captain, Clive "the buck stops here" King of London and Sausalito.

Gumbo Ya-Ya, Kurt and Nancy Korum's Tayana 37 from Rio Vista, cruised north last fall to her new home in sunny Seattle,

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bottom epoxy barrier coat and 8 hp Evinrude.
2 anchors, compass, VHF, head, fresh water
system, 4-man raft, solar charger. Steve Hos-
tetter (415) 783-5391.

22-FT REINELL F/G SLOOP w/trailer. Fixed
shoal draft keel, 7 hp o/b, 6ft hdm, sink, stove,
ice box & potti. Sleeps 4, good sails, good con-
dition. In Delta. \$3,000 or b/o. Call Steve (415)
634-2623 h or 294-2654 w; Mike 829-3530 h.

BRISTOL 24. Well maintained, full keel cruis-
er, standing hdm, private forward cabin, quar-
ter berth, dinette & full galley. Equipment list
includes stereo, DS, KM, VHF, whisker pole,
o/b engine. \$12,500. (415) 865-2182.

18-FT DRASCOMBE LUGGER. Classic Eng-
lish built white F/G lapstrake centerboard yawl.
Teak trim, tanbark sails, Danforth anchor. EZ
Loader galvanized trailer. \$6,000. Days (707)
445-8121 ext 657; eves (707) 442-2203, ask
for Dave Bolton. 1280 Marsh Rd, Eureka, CA
95501.

GREAT BUY. 24-FT SLOOP. Gladiator with 4
sails and 6 hp aux engine. In fine condition.
Must sell \$2,000. (707) 964-7360.

1984 CATALINA 22. Fin keel, pop-top, 2 jibs,
6 hp o/b, compass, plus extras. Excellent con-
dition. Coyote Point berth. Surveyed and bot-
tom painted 3/88. Must sell now, getting another
boat. \$7,400 or b/o. Call anytime. Paula (415)
821-7086.

AQUARIUS 23. Trailer, Mercury o/b, furling
jib, pulpit & lifelines, compass, anchors, VHF,
AM/FM cassette, teak swim platform, 2 batteries,
Delta awning, propane stove & BBQ, 3
sails, porta-potti. Interior & running lights.
Must see. Ready to sail. \$3,800. (209) 369-
7726.

ERICSON 23, 1969. Recent bottom paint and
survey. 6 hp o/b, genny and storm jib, anchor,
depthfinder, sink, head, ice box, sleeps 4.
Great Bay/Delta sailboat. Excellent condition.
\$4,500. Jody (415) 665-5553 or (415) 684-
0347.

J-24. Very good condition, 10 bags of sails,
trailer, o/b, porta-potti, recently tuned rig.
\$9,000. Tom (415) 925-2154 days; (415) 381-
9018 eves.

23-FT SAILBOAT, URGENT TO SELL. Mod-
ern F/G replica of 19th century U.S. and Eng-
lish pilot cutters. Newport Venture by MacGre-
gor. Bowsprit, pop-top, 9.9 o/b Evinrude, elec-
tric starter, sleeps 5, seat cushions, galley, porta-
potti, swing keel. \$3,900. Trailrite trailer availa-
ble, extra. 388-5251.

SANTANA 22, 1974 #665. Custom deck lay-
out with lots of quality hardware. In excellent
condition, ready to race or cruise. Must see to
appreciate, Alameda Marina, berth #451. Asking
\$6,700. Call (415) 947-1970.

1982 SPRINTA SPORT, 23-ft racer/cruiser
with galvanized EZ Loader trailer. Light, fast
and comfortable, sleeps four. Must sell
\$6,000. Ray 845-7671 or 841-6672.

SANTANA 22, #196. New 5 hp Merc., new
mast 86, North sails. Redwood City berth.
Great Bay boat, clean. \$4,300 or b/o. (415)
365-7834.

FALMOUTH CUTTER, 22-FT LOD, Lyle Hess
design. Factory finished. Rugged offshore
cruiser. 25# CQR w/250' chain, S-L windlass,
stern anchor, autohelm, VHF, DS, C. Plath
compass, full cover, new cockpit cushions,
safety gear. \$27,950. (707) 528-0201.

CAL 20. Exc condition. Racing rigged and for
single handing, o/b, many more amenities.
Also classic 16-ft wood canvas sailing (old
town) canoe, 55 sq ft Lateen sail, all equip.
See to appreciate. Bob (707) 745-1053.

LIDO 14. \$1,300. 2 sets of sails, trailer and
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S2 7.3 METER. Outstanding quality and comfort, i/b gas 15 hp engine, 6 sails incl new genoa, depth & knot meters, dual batteries, lines led aft, more! Terrific Bay cruiser. \$14,500. Call (408) 356-4428 evenings.

MOORE 24. Buy this notorious classic from the original owner in excellent condition with Ballenger slotted boom and other upgraded extras throughout. Larsen sails. \$11,950. (408) 724-0312 after 6 p.m.

22-FT O'DAY. Evinrude o/b, alcohol stove, porta-potti, extra jib, sleeps 4, short keel model that can be trailered (you find trailer). Vallejo berth. Get on the Bay today for \$2,600. (707) 446-8738 or (415) 724-5459.

24-FT NIGHTENGAL FOR SALE. Great sail inventory. Good Bay boat. Desperate to sell. Asking \$6,500. 2-150% genoas, 1-135% genoa, 1-95% self tending jib on a whisker pole, spinnaker & pole. Days 283-1166, after 7 p.m. 254-7914.

CAL 20. Great condition, trailer, 8 hp, Mariner o/b, porta-potti, 3 North sails, spinnaker & gear, lots of "little extras". Berthed Jack London Square. \$5,345. Call (415) 935-9622 days or (415) 838-0588 eves, ask for Dick.

O'DAY 22. 10 hp Chrysler w/generator & marine battery, main, jib & 150 genoa, trailer, AM/FM cassette stereo, porta-potti, galley sink, ice chest. Sleeps four. Great starter boat for Bay! Berkeley Marina dry storage. \$5,500 or b/o. (916) 487-0188.

J24, 1979. Four bags sails w/reefing incl colorful spinnaker. New o/b, new battery, lights, porta-potti, Berkeley berth. Exciting Bay sailing. Trailer included. \$8,000. Call (415) 578-8807.~

FREEDOM 21, 1982. Fast, fun and easy to sail. Original owner. Excellent condition. Full interior, sleeps 4, porta-potti, Johnson 7.5 hp o/b. Motivated seller asking \$8,200 or b/o. Call Jim at (415) 359-8528.

RANGER 23, 1974. Lovingly maintained Delta cruiser, tall rig, tabernacle (single handed mast lowering), 110, 120, 150, spinnaker, KM, compass, Standard VHF, DS, stove, rail BBQ, sun awning, inflatable dinghy, Autohelm, 2 anchors, Johnson 6. \$10,800 firm. (415) 851-7804.

17-FT HARPOON performance sloop by Boston Whaler. North sail, Harken hardware, teak, trailer. Only \$3,000. Jim (415) 634-3938 or Kim (415) 754-4942.

MONTGOMERY 17. Safe, strong Lyle Hess design. Main, 3 jibs, 2 anchors and rodes, rocker stopper, custom awning, solar panel, lights, lighted compass, potti, many extras. Rigged for short-handed cruising. Seagull o/b. \$5,000 or b/o. (415) 967-7022.

RANGER 22. 2 mains, 5 jibs, spinnaker, 6 hp Johnson o/b. Loaded! Many extras! Richmond berth. \$5,000. (415) 663-1500.

FREEDOM 21, 1973. Excellent condition. Honda o/b, new jib & spinnaker, loaded, sails great. \$11,900. Call Jim (415) 927-2212 days or (415) 435-1522 eves.

COLUMBIA CHALLENGER 24-FT. Better than new. Too much upgrade to list. Large cockpit for six. Terrific Bay boat. Active S.F. fleet. Sausalito berth. Must see. \$5,500. W: (415) 453-8700 or H: (415) 456-6915.

25 TO 31 FEET

RANGER 26, 1974. Great looking and sailing Mull design. Excellent condition with new LPU hull and spars, 4 sails plus spinnaker, Honda, DS, KM and shore power. Much new. Ex-freshwater boat. \$11,200 or b/o. Also fiber-glass pram \$125. (415) 558-8683.

CAL 2-25, 1979. \$15,000. Dsl, spacious, well-equipped including alcohol/electric stove and club jib; 5' 10" hdmr; 5 bunks over 6' 6"; great access to Yanmar 8 hp dsl, dual batteries. New bottom. Alameda. Original owner. Richard Paine (916) 922-1792.

HAWAII - Original owner selling custom 31-ft Del Rey with slip. 3/4 keel cruiser with 125 gals water & fuel each. Flush deck, dodger, electronics, Pisces 27 dsl. Aft cabin, refrigerator, freezer, 6' 5" hdmr. Move in now. \$35,000. (808) 263-0222.

CATALINA 30. Excellent condition. Atomic dsl, new batteries, wheel steering, marine radio, KM, DF, autohelm, deluxe teak interior, lots of brass, refrigerator, telephone, shore-power, pressure water, shower, stereo FM/tape, tabernacle mast w/electric winch. \$26,900 or b/o. (408) 427-1026.

C&C 27, 1974. Smart sailer in well kept shape. Diesel i/b, new cushions. A bargain at \$13,500 firm. Call Donald (408) 867-3156.~

EXPRESS 27, 1985. High Voltage. Actively sailed only one year. This Red Express has been "on the hard" last two seasons. On its trailer ready to go. Owner now says make it go away! \$20,000. Call Jon Stovall, (312) 951-7245 days.~

30-FT YANKEE ONE-DESIGN Sloop Herreshoff-Stone built. Mahogany. Excellent condition. Cockpit seats 6 on teak park benches, full compliment of sails, roller furler jib, 3/4 cover. A racing classic that a real sailor can appreciate! \$14,000. (415) 949-4229 eves.

CATALINA 30, 1983. Standard rig. Universal 25 hp dsl, club jib, genoa, main. Excellent condition. Berthed at Stockton Sailing Club. \$34,000 or b/o. Call Tony (209) 477-3833 days or (209) 473-8234 evenings.

NEWPORT 27. Good condition. Atomic 4 i/b, recently hauled. Sausalito berth. \$13,500 or b/o. Call eves 381-5682.

COLUMBIA 28. Take over loan balance of \$12,500 & sail away. 110 & 135 jibs, 16 hp Volvo dsl, 2 anchors, dual batteries, shore power, soft-contained head, galley, compass, VHF, depth, knots, full cushions, life rail, sleeps 6, many extras, clean. Sausalito berth. \$12,500. (415) 459-8066. Photo & equip list.

J-29. Race Ready. A full inventory of competitive racing plus practice sails. Boat professionally maintained. Excellent condition. Possibility of 1/2 partnership interest. Asking \$25,000. (415) 328-2408.

25-FT FOLKBOAT, 1958. Needs some work. Evinrude o/b. Berkeley slip, J239. \$2,000, financing available. Ed (415) 653-6412 message phone.

EXPRESS 27 Graeagle. Many custom details. Must see to appreciate. 2 sets of sails, Tandem trailer. \$25,000. Eves (916) 389-2110.

ERICSON 29-FT. Full compliment of sails including spinnaker, Atomic 4, VHF, depth, knot, stereo, cockpit cushions, ladder, 2 Danforth anchors, cockpit awning, full galley, sleeps 6. 1972. Excellent condition. Professionally maintained. \$19,500. (415) 479-0852 after 6 p.m.

85 NEWPORT 30 MKIII SLOOP. Universal dsl, 3 sails, club jib, VHF, KM, compass, depth, wind speed/direction. Excellent Bay cruiser with extras. \$35,500 or b/o. By owner. (415) 941-1172.

NEWPORT 30 II-T, 1977. Top condition with custom teak cockpit, wheel, full cruising gear including Avon dinghy, self-tending jib, VHF, compass, DS, KM, fore & aft anchors, 4 sails, refrigeration, cockpit cushions & much more. Berthed Alameda. \$33,000. (415) 493-4619.

ALBERG'S METISSE, 30-FT SLOOP. A family cruiser built to last. Safe, sturdy and comfortable. Easily handled by one or two people. Teak cabin, fiberglass hull. New Yanmar dsl engine. Well equipped. Berth 200 Richmond Marina Bay. A great boat. (415) 841-6962.

CONTESSA 26. Ocean-crossing dsl yacht, ready for seal! Windvane, survival-raft, dbl headstay, bow/stern rails, dbl lifelines, dodger, spinnaker, VHF, DS, stereo, galley, ice box. Full keel, like Folkboat, built to Lloyds specs. Original owner. Call (415) 489-7644.

RANGER 26 Mariner. Superb condition. Hull 1971. Rigging & spars 1981. Jiffy reefing, new Nissan 8 hp o/b, cockpit controls, electric starter, autohelm, compass, VHF, KM, extra sails. (415) 388-6685.

MARINER 31-FT KETCH. Fully equipped, recent sails, pressure water, refreg, strong Perkins, in Pt San Luis Obispo. \$33,000 or b/o. Skip (805) 928-1707 days; 773-0474 eves.

27-FT ALBIN VEGA SLOOP, Sweden, 1973. Sturdy, dry recreational boat. Full keel, 2-cyl Volvo dsl, VHF, Horizon KM & DS, nice wood interior, plenty accessories. \$17,000 or b/o. Must sell. Call Doug (415) 547-6800 days; (415) 526-4615 nights.

ERICSON 30+, 1984. Triple reef main, 3 jibs, Bruce anchor, Loran C, VHF, Combi system, h/c water, AM/FM cassette, dodger, professionally maintained. \$36,995 or b/o. Must sell. Days (408) 436-0111; eves (415) 969-8521.

CAL 25, 1966. Flush deck, orange/white, enclosed marine head, 3 sails, VHF, fresh water, sink, stove, compass, table, sleeps 4, pop top. Solid, dry boat. Blue sail cover. Alameda berth, \$123/mo. \$4,600. Phone Bill 928-8909.

COLUMBIA 30, 1973. Excellent condition. Palmer 27 hp gas, 3 jibs & spinnaker, VHF, knot, depth, stereo, new interior, Sausalito berth. \$16,000. (916) 920-1276.

COLUMBIA 26 MKII. Excellent Bay sailer. Sleeps 5. Two-burner stove. New 7 1/2 hp o/b. Has compass, VHF radio, lifelines, etc. \$8,000. Sail into downwind Berkeley berth. Call (415) 284-7547.

ISLANDER EXCALIBUR 26 Sailboat w/trailer (Tandem ramp-launchable). New s/s rigging, mast, interior. Needs assembly & finishing. \$4,950 or b/o/part trade for smaller sailboat or Porsche considered. Rodger, (916) 677-5975 evenings or 638-8300, x4280.

TARTAN 30, 1975. Rebuilt Atomic 4, gas w/ 300 hrs. 6 sails, new dodger, keel step mast, skeg rudder, External lead keel, 7 winches. Lots of gear. Fast, beautiful teak interior. \$27,500 or b/o. (415) 755-3542 eves.

COLUMBIA 26 MARK II. Excellent condition, lots of extras, roomy. Great Bay boat. Asking \$7,500, great price. Call eves (415) 922-1941.

OLSON 30. Original owner boat with eight bags of sails, Johnson 4 hp o/b, VHF, KM, compass, RDF, Barentz winches, battery charger, ground tackle and covers. Very clean. \$19,250. Days (415) 521-2424 ext 3356 or eves (415) 523-4485.

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27-FT COLUMBIA 8.3, 1977. Super sailing wide body cruising sloop, 30 hp Atomic 4, low hours, very clean. Well equipped, radio, fatho, dual batteries, teak interior, excellent condition. Consider trade, smaller boat, property, motor home, offers. \$19,500. (415) 865-5259.

CATALINA 27, 1976. Well equipped first cruiser/weekend liveaboard. 15 hp o/b (with electric start and remote controls), four jibs, new rigging, VHF, depth, speed/log, self-steering, shore power. Emeryville berth. Asking \$11,500. Inquire weekdays anytime: (916) 452-7252.

30-FT TAHITI KETCH, 1952. Atomic 4, rebuilt in 1988. Extensive renovations & upgrades done. Sturdy and comfortable cruiser. \$29,000 or b/o. (213) 822-0857.



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26-FT S-2 MOTOR SAILER. Very clean center cockpit with 30-ft Marina Green (S.F.) berth. Ideal liveaboard. Aft cabin with hallway. 6' 1" headroom, North sails/spars, Volvo dsl i/b, full keel. Recent survey. \$22,000. 564-3425 msg.

OLSON 30, 1983. Join the S.F. Bay One Design Fleet. Low down and easy monthly payments upon A.O.C. Excellent condition and loaded with equipment for racing or cruising. Buying larger boat! Call days; (415) 932-2900 ext 225 or eves: (415) 284-1537.

OFFERS WANTED! Cash, trades, partnerships or creative offers considered for our Palmer Johnson 30-ft sloop. She's in excellent condition, sails very well, has lots of gear and can go anywhere. Partnerships, trades or creative offers considered. Financing (408) 289-9751.

CORONADO 27-FT SLOOP. Very good condition. New mast, Yanmar dsl, main, jib, stove and interior. Many other extras and improvements. A great Bay and Delta boat. Sturdy, dry and roomy. \$11,000. Paul (707) 942-9502 eves.

BENETEAU 305. Why settle for less. Fully equipped with all North sails, 95%, Kevlar genoa, full spinnaker/gear. Oversized everything including rudder. Full instr. Comfortably equipped for weekend cruising tool Commissioned 1986. Original owner -- never raced! \$57,000. Call (415) 863-5301.

27-FT EXPRESS. One-design, equipped for Bay and Ocean sailing and has been recently refurbished. Seller has moved to Europe and will consider all offers. Priced realistically at \$20,000. Call (415) 567-8880.

FOLKBOAT, 25-FT. crafted all in wood in 1951 by a Danish genius and still in perfect structural condition. Illness forces sale. Three mains, 3 jibs, new running rigging controls everything from the cockpit, even reefing. New compass, wiring, depth finder, marine battery, Honda four-stroke o/b with generator. Sail/race this beauty now while you give it the TLC that will turn this bargain into a one-of-a-kind collector's item. 456-9746. \$5,000 or b/o.

CAL 25. Great condition, new sail covers, recently hauled, 8 hp Evinrude, Sausalito berth. \$6,800 or b/o. Thea (707) 579-1393 or Stephanie (415) 665-6269.

26-FT COLUMBIA MARK I, 1963. Ready for cruising, excellent shape. 25# plow, windlass, gallows, dodger, bronze port lights, VHF, i/b dsl, 11 hp, new paint, mast, deck, remodeled inter. \$18,000. (714) 661-7353, Bob.

ERICSON 27. 1977 dsl, wheel, great racer/cruiser. Rigged for single-handed, lines led aft, teak interior, 3 sails, electronics, many extras, Ericson Assoc. membership. Call for details. Asking \$16,500. Tom (408) 259-3060.

COLUMBIA 29. Excellent family boat. Enjoy togetherness on this great Bay boat. New main and jib, rebuilt engine, VHF, DS, heater, good condition, stable full keel. \$10,500. Phone 892-0714 days or 897-7390 eves.

PEARSON 28 - PRICE REDUCED. F/G sloop, Atomic 4 and in mint condition. Ideal for racing/cruising or family outing. Sails, VHF, compass, KM, depth finder, etc. Rigged for single hand sailing. \$22,500. Must see to appreciate. (415) 254-5018, ask for Lou or leave message.

CHEOY LEE BERMUDA 30 KETCH. Beautiful, strong, seaworthy. Fiberglass hull, 6 sails, dodger, generous ground tackle, holding plate refrigeration (engine +110V), AP, VHF, speed, depth, new bottom. Lived aboard last three years, married and moving up. \$22,000. (415) 322-6439.

CORONADO 25. Good starting boat. New rigging, VHF, compass. New North main plus 2 headsails and spinnie. Needs work. \$3,600 or b/o. (415) 451-1102.

DUFOUR ARPEGE 30, 1970. Great on the ocean or the Bay. Equipped with VHF, depth, 2 spinnakers, 3 jibs, Volvo MD-2 dsl. Check out this well designed boat. \$20,000 or b/o. (408) 241-2919.

1971 26-FT MARIEHOLM International Folkboat. 6 hp o/b, dodger, new interior cushions, KM, DF, clock, barometer, stove and much more. Well maintained inside and out. \$12,000. Days (415) 945-4049 or eves (415) 427-6527.

1985 MacGREGOR SAILBOAT, 25-FT. Radar, Loran, radio/telephone, AP, DF, TV, radio/tape deck. Custom main sail-two jiffy reef setting. 180% genoa. Super condition. 10 hp Honda. Trailer. \$12,000. (415) 754-6152.

26-FT MARIEHOLM International Folkboat. Main, jib & genoa, 9.9 Evinrude, VHF, DS, KL, clock, barometer, Origo stove, Danforth anchor, sail covers & dodger, recent epoxied bottom. Excellent condition. Upwind Berkeley berth. \$11,000. (916) 966-4228.

PEARSON 303, 1986. 350 hrs on dsl. 100, 150 main sails, h/c pressure water shower. New boat, located at South Beach Harbor. Asking \$59,000 or b/o. (415) 381-0348.

T-BIRD 26 SLOOP. Professionally built, Hull #619. Good hull & rigging, 7 sails incl spinnaker, head, sink, 4 berths, good cushions. Strong, light, quite fast. Good Bay racer/cruiser combo. Berthed Oakland, please inspect to fully appreciate. \$2,500 o/b/o. 547-7346.

J-29. Proven performance racer, Kevlar/Mylar sails, 3 spinnakers and Micron 44. Well maintained. \$28,000 or reasonable offer. Call (415) 925-0174.

26-FT THUNDERBIRD SLOOP. Survey June '88. Very good condition. All new running and standing rigging. Full battened North main, 1987. New thru-hulls. Full boat cover. \$5,450 or b/o. Call (415) 993-6634 or (707) 994-6281.

MULL 30. "Chico". 1971, cold-molded of Kauri wood. Sailed up from New Zealand in 1973. Stiff & fast w/nice lines. 15 sails, 1981 9 hp Yanmar. Re-epoxied bottom last year. Very clean. \$25,000. Call on this one! (415) 435-3640.

OLSON 30. LPU hull with epoxy bottom. 8 winches, complete sail inventory including new 3/4 oz spinnaker, VHF, Signet knot, depth and clinometer. 6 hp Suzuki o/b. Custom galv single axle trailer. Exceptional boat! \$20,000 or b/o. (415) 322-4236.

CHEOY LEE 25 FRISCO FLYER. Hong Kong, 1958. Teak on Yacal frames, Volvo MD1, new main (2), working jib, masthead drifter & kite. Well maintained with haul-out 8/88. Epoxied ballast keel etc. \$7,700. (415) 453-1308.

YANKEE 30. Fast, balanced, lovingly maintained F/G sloop by Sparkman & Stephens. Reliable Universal dsl, 4 anchors, 5 sails, sleeps 6, fatho, VHF, battery charger, wind and speed instruments by Datamarine, Awlgrip, full cover. A beauty. \$25,000 or b/o. Call 388-3626.

C&C 30, 1979. 4 sails, Yanmar dsl, Barient, wheel, instruments, press water, RDF, VHF, alcohol stove/oven and more! \$34,000. (415) 521-7775.

STONEHORSE built by Edy & Duff, MA, 1978. Documented vessel in excellent condition. One of the finest small cruising cutters available. Berthed in Sausalito. Asking \$20,000 o/b/o. Call eves (415) 431-6083.

FISHER MOTOR-SAILER, 30-FT, 1978. English built, beautiful condition. Volvo Penta, Autohelm, ketch rig. \$55,000, possible trade for power. (415) 332-4218.

P28 HALBERG DESIGN Swedish Sloop. Full length Afr mahog planking, refastened, beaut mahog inter, new foam/canvas, dodger, bronze windlass, Bruce anchor, single hand 4 Barient (2 self-tail) winches, alum mast, s/s rigging, tri-color, strobe/more. \$10,000, poss part trade for sporty car. (415) 332-4218.

1978 ISLANDER 28-FT. Wheel, 4 cyl. gas. Excellent condition. Teak interior. Emeryville berth. \$24,500. 254-1301 or 254-7270.

COLUMBIA 26 MKII. Excellent condition. New LPU pant, new main, new jib, new Seagull 10 hp, KM, DS, slps 5, encl head, stiff, dry, excellent Bay boat. Over \$13,000 invested, will sacrifice for \$7,800. (916) 428-2311.

WIFE CRAVING NEW BOAT. Must Sell!! Hunter 25, well equipped '74/75 model featuring compass, knot, depth, stereo, VHF, self-furling 130, Honda 10 hp, recent carpet & cushions. S.F. berth. \$6,500 or b/o. Call (415) 591-0440.

SANTANA 27. Great family boat. Good compromise between living space & performance. Gary Mull design. Sleeps 5, dinette, galley, enclosed head, tabernacle mast, large sail inventory, VHF, RDF, KM, 30 hp, Atomic 4 aux. \$11,950. (408) 458-0133.

YANKEE 30. Lots of sails, rebuilt Atomic 4, new VHF, Headfoil 2, hyd backstay. Great condition. 2 boat owner needs to sell. \$22,500 or b/o. (415) 284-9094.



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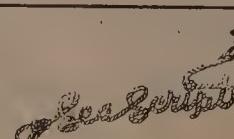
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CATALINA 25, 1987. Stray Cat needs new home. Clean and loaded: Fin keel, epoxy bottom, depth, knot, VHF, 9.9 hp electric start o/b, three bags, pop top, tabernacle, custom traditional interior, compressed natural gas stove. \$17,500. (408) 336-5266.

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ERICSON 39, 1971. Rerigged 1987. S.S. mast step, 9 sails, 17 winches. Many additions, improvements in past two years. Beautiful, fast and roomy. Health forces sale. \$49,000 or b/o. 1-209-465-5557.

38-FT DOWNEAST SCHOONER, 1977. Ready for world cruise. Major re-fit in 1988. Loaded! Sacrificed Call for information 619-222-0076.

YAMAHA 36, 1981 SLOOP. Excellent quality & workmanship throughout. Sleeps 7, teak interior. Loaded. Sails & electronics, rod rigging, hydraulics, Yanmar dsl. Sails like a dream. S.F. berth included. Call eves (415) 922-1941.

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CATALINA 36, 1984. Universal dsl - 98 hrs, roller furling jib, natural gas, 2 speed self-tailing winches, dodger, all cushions, KM, depth gauge, VHF, all mfgs updates. Berthed Marina Village, Ala. Just hauled. \$57,000. (408) 985-6702.

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CHEOY LEE OFFSHORE 36. Luders design, F/G hull. Good liveaboard/cruiser or Bay boat. Perkins dsl, new rigging (stays, halyards, lifelines), new upholstery, full boat cover, dinghy w/oars, sailing rig. \$38,000 or b/o. Moving need to sell. Karen at 865-4351 or 696-5303.

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CATALINA 38, 1983. Loaded - Nice. Asking \$48,000, will trade equity for car, boat, RV, etc. Loan is assumable. Day (408) 475-3688 or eves (408) 662-3839. Can sublease Santa Cruz L.H. slip for 1 yr.

34-FT YAWL Tyche, built by Barney Nichols in 1961. Plywood with mahogany cockpit and cabin. Surveyed in November 1987. A stiff comfortable boat for Bay or ocean sailing. \$18,000. Call (415) 483-4642.

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MOODY 34-FT SLOOP. Lloyd's Register. Sell or trade for smaller boat. Excellent condition. Great liveaboard. Aft cabin, spacious teak interior, large storage areas, hot water, dsl, VHF, speed/deg, DS, compass, cruising chute, roller furling \$68,000. Hans days: (415) 962-8800.

ANGLEMAN 34-FT CLASSIC Sea Spirit Ketch. Wood, custom built in Japan, 1968. Bristol, 7 sails, Albin dsl, dinghy, VHF, AP, DP, KM, hauler, compass, bimini & boat covers. Survey appraisal \$100,000 - Asking \$39,000. Owner financing possible. (415) 254-0524.

LANDFALL 39 PH CUTTER. Ready to cruise/liveaboard. Three cabins sleep six, workshop, 5 sails, dsl stove, Avon canister, radar, Loran, AP, 2 DS, AWI, VHF, refrigeration, TDX, separate shower, inverter, teak interior/decks, 70 hp dsl, more. Asking \$72,000 or b/o. (707) 578-1004.

HANS CHRISTIAN 33, 1984. Yanmar engine. Like new. New bottom painted. For sale by owner. (415) 763-1119.

37-FT ROUGHWATER Aft Cabin Trawler. F/G, Monk design, slps 6, h/c pressure water, shower, frdg, freezer, two heads, inflatable, o/b, dsl. Exc. condition. Great Sea boat, liveaboard. Health forces sale. \$49,500. 365-5982.

LANDFALL 39 CUTTER. Lots of extras with a colorful Pacific cruising history, would like to go again. Volvo dsl, radar, Hydraulic steering, 2 stations. A strong boat and an excellent cruiser. \$62,500. Work phone Tues-Sat. (415) 546-2630.

EXPRESS 27. Foghead. Excellent condition, ready for one-design racing. Contact James Brown days: (415) 777-0188 or eves (415) 235-2208.

1983 CATALINA 38. Excellent condition, well maintained, well outfitted. Three jibs (110, 130, 150), 3/4 oz spinnaker, roller furling dual-purpose headfoil, VHF, Signet 2000 KM, dsl, self-tailing winches, pedestal steering. \$57,000. Phone (415) 969-3488 - no brokers.

UNION 36, 1984. Beautiful, strong cruiser, excellent condition. Inventory includes cruising radial headsail, dinghy w/motor, Loran, EP-IRB, VHF, stereo, dependable Perkins dsl aux and more. Priced below value \$69,500 or trade equity for smaller sailboat. (707) 746-6770.

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HINCKLEY PILOT 35, 1966. Fiberglass sloop. Atoms steering vane, 13 sails by Hood, Banks, Elvstrom, AP, Perkins 4-107 dsl, B&G instrumets, RDF, Barient winches, Proctor spars, dodger, heater, dink with o/b, Causalito. \$34,500. (415) 567-8880 or (415) 459-3913.

SANTANA 35. Minx. Fully equipped, new UK main, 155% genoa, daisy (15 bags), Volvo Penta, 8 Barient winches, Micrologic Loran, VHF, Sony stereo & more. Excellent racer/cruiser w/solid performance record. \$46,900. Contact: John (619) 538-1583.

TAYANA 37, 1982. A great cruiser/liveaboard. Warm teak finish interior/exterior. In excellent condition. Refrig, LPG, stove, oven, dodger, spinnaker, extras. Can't beat the price. Call (415) 482-4512 or (206) 283-2936.

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HOOD DESIGN GULFSTAR CUSTOM 40. Athena. 1978 fast elegant blue water sloop. Rod rigging, custom teak interior, Perkins dsl, Loran, AP, depth, knot, VHF, etc. Beautifully maintained. A rare find! \$79,900 by owner. (408) 479-1880 or (408) 462-2236.

NEWPORT 41-FT C&C DESIGNED F/G Sloop Rig. Cruiser/liveaboard. Full sail inventory/spinnaker, Westerbeke dsl, dsl heater, refrig, 3 burner stove, oven, head, liferaft, folding/standard props, new micron bottom, electric windlass, anchor, chain. Much loved boat! Must sell! (707) 448-2488. \$59,500 or trade.

CHEOY LEE 41 DSL KETCH. Roller furl, windlass, good electronics including Loran & AP, 5 sails, excellent condition. \$99,500. (805) 654-0621.

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CHEOY LEE 44 CUTTER, 1979. Handsome, fast, roomy, immaculate condition, new equipment, many upgrades, maintenance records, fair price. Call (206) 868-9499 for description and color photos.

CHEOY LEE 40 MID-SHIP KETCH. Luders design, 1977. Beautiful and spacious. Perkins 50 hp dsl. Perfect for cruising or liveaboard. 2 heads, 2 showers, 2 refrigerators, microwave, stereo, full galley, BBQ, teak interior and decks, dinghy on davits. Priced to sell at \$89,000. Call (415) 331-5509.

1980 49-FT SAMSON CUSTOM F/C PILOT-HOUSE KETCH. Fully documented during construction by Naval architect. New Perkins 4-236, 82 hp dsl. Two steering stations, SatNav, radar, depthtalker, 4 anchors, Nillson elect 3000# windlass, 215 gal fuel, 250 gal water, 9-ft dinghy, full cockpit dodger, AP, Monitor windvane, 2300 watt inverter, solar panel, freezer, 2000 watt generator, full set sails plus 130% genny and storm staysail. Lots more. Boat, sails and equipment new or like-new condition. Ready to cruise/liveaboard. Get a headstart - Boat located in San Diego. Health forces reduced price. \$94,000 or consider property trade. Call or send for detailed description. Call (619) 426-1560, Larry Comarsh, 550 Tidelands, Suite D-2, Box 40, Chula Vista, CA 92010.

44-FT CHEOY LEE CUTTER RIGGED SLOOP. Perkins dsl, B&G instruments, Benmar AP, refrigerator/freezer, central heat, dodger, plus more. Excellent cruiser/liveaboard. Marina Del Rey slip. \$110,000 by owner. (213) 457-3188 Vicki.

ISLANDER FREEPORT 41. Factory kit-boat in orig cradle. Exterior teak trim, windows, sole, fuel/water tanks, through-hulls, hull/deck joint all completed. Chain plates, s/s cable, masts, plus more included. Asking \$27,000. Call (415) 524-2861 for inventory & more info.

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40-FT CHEOY LEE, 1971. Offshore 40, Rhodes design, F/G with teak highlights. Strong, fast cruising sloop, comfortable liveaboard, beautifully maintained. Perkins dsl, dark blue hull, has original Cheoy Lee dinghy. San Diego slip. Owner has relocated - Must sell. \$59,000. (401) 847-5752.

CLASSIC WOODEN HANNA KETCH, 1964. 44-ft on deck. Moving - Must Sell. Needs paint outside, new dodger, transmission. Beautiful condition inside: Serene blue, white, teak interior. Ford 4 cyl dsl, heavy, 2 heads, separate shower, separate engine room. Best offer. (415) 234-1747.

40-FT NEW ZEALAND SLOOP. *Defiance*. 13,000 lbs of Cedar/Kevlar/S-glass (WEST), launched at Lidgard Yachts Ltd., Auckland, 1982. 6 oz F/G skin. New LPU topsides and micron bottom June, 1986. New Hulse rig August 1985. Complete cruising interior, dinette, galley, nav station, sleeps 6. B&G 190, Loran, SSB, VHF, stereo, AP. 16 bags of sails, 12 winches, 2 poles. Yanmar dsl. Cruise fast in style and comfort. Club race - IMS or PHRF. 10% loan! John Shirley (415) 421-0174 days; (415) 820-1552 eves.

OUT ISLAND 41 KETCH. Veteran Pacific traveller. Equipped for long range cruising. Excellent liveaboard. Rerigged 1984. Westerbeke dsl, 1000 miles range. Ham radio, SatNav, EP-IRB, solar panel, refrigeration, self-steering, Avon liferaft, Dyer dinghy. Top condition. \$69,000. Call (808) 955-1639.

1979 45-FT F/G ATKIN PILOT HOUSE sailboat. Inside and outside steering, furling headsail, electric windlass, economical 6 cyl main, insulated, dsl heat, radar, SatNav, AP, 4kw generator, microwave, washer and dryer. \$125,000 or RE trade. (805) 648-3235.

UNIQUE 40-FT Custom Cruising Ketch. Proven cruiser with long range capabilities. 300 gals dsl, 260 gls water, 58 hp Ford Lehman dsl, F/G hull, center cockpit, beautiful main salon. If you want a strong cruiser, this is for you. Needs some cosmetic work. \$69,900. (916) 966-4932.

LORD NELSON 41 CUTTER, 1985. Ultimate liveaboard cruiser fully equipped. All top gear. B&G electronics. Shipmate SatNav, monitor vane, solar system, Avon liferaft, 5 sails, dinghy. Can be delivered anywhere. Full equipment list upon request. Call (808) 941-4880.

OLSON 40. *Spellbound*. Transpac equipped. \$129,000 or b/o. Ask for Lou at (916) 753-9331.

51 FEET AND OVER

1984 CUSTOM BUILT 57-FT KETCH. Strip plank mahogany, sleeps 6-8, 2 heads w/ showers, 90 hp dsl. Excellent liveaboard, built for cruising. Large main salon, U-shaped galley, V-berth forward, aft cabin. Owner's new business forces sale. \$55,000. Call (503) 761-2933.

MOBILE HOME BASE. 53-ft Skookum F/G liveaboard yacht motor sailer and power trailer. Capable of operating independently in the world's seas under sail or power. Ketch rigged. Farset roller furling sails. 140 hp GMC dsl, 20,000 lb hold for cargo, stores or fish. Commercial power trolling gear to live off the sea or for business purposes. Ship has California fishing license. Over 4,000 mile dsl cruising range. 500 gals fresh water. 110 volt dsl aux. Full electronics for navigation and communications. Comforts of modern living. Deluxe galley with large home type refrigerator plus chest freezer. 2 dbl staterooms, lounge and large dining area. Boat rigged for comfort in tropics or northern waters. Excellent condition throughout. Only \$180,000. Inquire owner - Travis House, Box 875, Ephrata, WA 98823.

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38-FT CROSS DESIGNED TRIMARAN Ketch, by owner/builder, dsl engine, 2 queen size bunks main cabin, separate aft cabin. \$35,000. C. Mulligan, Box 554, Hanalei, Kauai, HI 96714.

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37-FT BROWN SEARUNNER TRIMARAN. Center cockpit, cutter rig, centerboard. New Sobstad full battened main and 6 sails. 25 hp Volvo dsl i/b, Loran, VHF, CB, SSB, DS, knot/log, Autohelm 3000 w/vane. Shipmate 3 bumper w/oven, 110v fridge, full head w/shower, h/c press water. Hauled 11/87 for bottom job and epoxy barrier coat. Never misused or abused, she is fast, stable and safe. Ready to cruise! Owner moving out of state. \$45,000 firm. P.O. Box 5052, Walnut Creek, CA 94596. (415) 933-0950.

RIPPLE 25-FT PIVER MARINER. Professionally built and in excellent condition. Simple to sail and single hand. It has a new bottom and a new full battened Sobstad main. Owner will finance. Asking \$7,500. (415) 236-4390.

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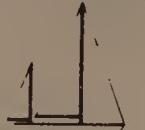
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PARTNERSHIP

BOAT SHARING. Owner of Morgan 46 Ketch is interested in 4 experienced sailors to share use and expenses on a month to month basis at \$500/each. Call (415) 328-6696 or (707) 252-9400.

WAITI Don't buy a boat that is painfully slow and ugly. Consider instead the ultimate Bay and Delta fun machine - Our Santa Cruz built Soverel 33. Currently berthed in Alameda, she has all Harken rigging, dual barbees and everything else you need for serious fun. \$5,000 down and \$215 a month for 1/5 interest. Call John at (415) 428-2688.

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1/3 PARTNERSHIP in Sausalito berthed Cal T-4 (Qtr ton 24-ft F/G sloop #31). 6 sails (new main, new genoa, new 100% jib, new UK cruising spinnaker w/"Stasher", spare main and jib), new spinnaker halyard, boom vang, adjustable backstay, VHF, life netting & tuned rig. 3 yr old Evinrude 6 w/dual fuel tanks, 2 anchors, rebuilt enclosed head & two burner alcohol stove, new battery and main sail cover. Recent bottom paint and frequent bottom cleaning by diver. Small inflatable dinghy and all safety gear included. All lines lead to cockpit. Solid Bay/Coastal sloop. Asking \$4,500 or b/o. Call Tom Kowalski, home: (415) 586-1210 or office: (415) 692-3276.

WANTED: PERSON TO SHARE in expenses for use of a 36-ft 1983 Lancer sailboat. No experience needed. I will school you. Boat is berthed at Marina Green S.F., CA. Call Jim (415) 851-0118.

HUNTER 37. 1/4 share avail for responsible person. Well equipped. Radar, dodger, dsl, AP, roller furling, dinghy with 8 hp motor, shower. Great way to own and have fun on Bay. \$4,700 buys 1/4 share. \$300/mo incl ins, slip/boat payment. Tiburon berth. Bruce, work: 543-8666; home: 435-5626.

ERICSON 29. 1/3 interest, \$7,000. Wheel steering, 30 hp Atomic 4, North sails, Signet electronics, VHF, safety gear, fully equipped. Beautiful and well maintained quality boat. Great for Bay, Delta and coastal sailing. Berthed at Emery Cove Marina. Call Greg (702) 588-2481.

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NORTHWOODS PARADISE. Will trade \$71,000 equity in custom duplex on Orcas Island in the San Juans for cruising sailboat or powerboat. Full value of property \$148,500 with \$77,500 mortgage balance. Rentals currently cover existing debt service. Contact owner (415) 662-2237.

CREW

NEED LADY for the June '89 San Diego-Honolulu Doublehanded Transpac on my 1987 Olson 911. Join me now, get to know the boat & prepare for the race with lots of sailing. Help me and I'll help you. Commit yourself & enjoy the experience of a lifetime. You'll need sailing experience & desire. No smoking or drugs. Don Harris, 4201 Via Marina #139, Marina Del Rey, CA 90292.

CREW WANTED for Islander 36, owned by Nevada male and local female, berthed in Sausalito for day sailing, cruising and maintenance. Write: P.O. Box 9108, Incline Village, NV 89450 as to experience, interests and availability, or call (702) 832-0666.

OCEAN RACERS. Pretorian 35, RYC, seeks dedicated crew for Ocean YRA Series. (Spring/Summer) and Encinal YC Midwinters. Call Marv after 6 p.m. (415) 334-1387.

CRAZY SWM, 50, ns/d, will trailer 22-ft to Bahia de los Angeles in March, sail Cortez till the flow of happiness drips dry. Room for one adventurous soul. Doug (408) 353-1665

DEDICATED CREW MEMBERS WANTED for one design racing on S.F. Bay on Ranger 23 located in S.F. Marina. Call Glen (415) 922-5231 eves & weekends.

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CREW AVAILABLE: Experienced SF Bay and coastal sailor (male, 43) in need of offshore experience wants to crew to Hawaii departing July 1989. Share expenses. John (408) 257-2803 evenings.

CREW MEMBER AVAILABLE on short notice. "Old man of the Sea". If necessary, can meet boat at Cabo, Mazatlan, Manzanillo or whatever. Phone Ted, ask for the "Old Man". (805) 925-0322.

MISCELLANEOUS

WESTERBEKE "BUKH" Pilot 10 dieel. Complete with reverse gear, alternator, shaft couplings, mounts and manuals. Removed from Farallon 29 in Nov. Extra filters and gaskets. \$500. (916) 392-6561.

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9 1/2 HP OUTBOARD MOTOR. 1982 Merc o/b longshaft. \$600 or b/o (rebuilt by Hi Tide Marine, San Rafael, 1988). Call (415) 895-5915.

1981 JOHNSON LONG SHAFT O/B. 9.9 hp, electric start, hose & gas tank included. Call eves 922-1941. Asking \$400. Super price.

FARYMANN DIESEL ENGINE (used), 1,000 hrs (about), Hurst gear box. Needs work. Asking \$700 or b/o. Call (805) 772-3917 eves.

PISCES 27 DIESEL, 1978 for sale or trade. \$1,000 or ham radio, life raft, EPIRB, SatNav or sailing dinghy. (805) 773-1365. 2568 Cobum, Shell Beach, CA 93449.

NEW O'BRIEN SAILBOARD. \$700. Still in box. Retalls \$900 + tax. Also, new child's jeep, still in box. Rechargeable batt. powered. Sells \$200 + tax, yours for \$150. Call 457-0486 and leave message.

PLASTIC CLASSIC FOR SALE. 24-ft hand laid F/G hull, rudder, 1,500 lbs lead ballast, cabin sole and bulkheads. Carl Alberg design, full keel, beautiful lines, \$1,500. Complete Folkboat rig, spruce mast, in excellent condition, stored indoors, deck stepped with adjustable step, five sails & spinnaker, boom and spinnaker pole \$1,000. Tandem axle trailer, 6,000 lbs capacity, hydraulic surge brakes, lightly used, good condition, \$2,500. 331-9219.

FLORIDA CONDO WITH BERTH at your door on Boca Ciega Bay, all amenities (pools, sauna, etc.), tennis, jogging. No car needed, everything's there. Madeira Beach, 3 bedroom, ground floor. \$119,000. Jerry (408) 448-7222 or Gil (813) 391-3607.

BAREBOAT CHARTER. A gorgeous 36-ft Bristol Sloop out of Sausalito. This boat has *everything*. I am seeking four individuals, only who have at least two yrs experience and are willing to commit \$200 month to have a perfectly maintained fine yacht at your disposal year round. Don't pay the high prices of sailing clubs to get an ill maintained and unloved yacht. Enjoy the benefits of ownership without the expense. No lessons, no learners, only experienced sailors need call. Call Paul (408) 730-1095.

RADIAL HEAD SPINNAKER FOR SALE. Beautiful rainbow colored spinnaker used only 10 times. Perfect condition, oversized turtle for easy lifting. Cut for San Juan 28. E=96° J=12° P=33° I=37°. \$500. (415) 321-3966 or (408) 266-3456.

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SAILS: Storm jib, 130%, 150%, Hood drifter used on 36-ft Hunter. Paid over \$3,000, will sell \$1,800 for all, cash. Also dsl heater \$120. All items in perfect shape, not used in salt water. (415) 370-8403 nights. Days leave msg.

WOW, ONLY 56 LBS! That's right, a 10 man liferaft that only weighs 56 lbs. Asking price \$3,000. Other equipment for sale: Navtec windvane, used only once, \$800. Honda generator, \$300. Miyata 18 spd mountain bike, asking \$400. Call Carl eves at (415) 865-4109.

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MARRIED COUPLE, WANT LIVE-ON situation on boat. Prefer sailboat - prefer N.W. Bay/San Fran. Will rent/lease. Temporary/long term. Professional, responsible, references, will do maintenance. (415) 898-9302.

OLSON 30 OR TARTAN 10. Must be clean & simple. Also need good used sails and trailer for same. 1-406-755-2605 eves.~

SLOOP, KETCH FOR LIVEABOARD. Only F/G hulls, diesels, 35-41 ft. I have \$30,000 for down, owner finance balance. Top price \$55,000. Send spec sheet, picture, possible terms to: Geoff, 1547 Palos Verdes Mall, Suite 149, Walnut Creek, CA 94596.

LASER: Must be in good condition and complete. Style of rigging not a problem. Trailer or car-top not a requirement. After 5:00 p.m. (415) 820-5954.

30-FT LIVEABOARD BY CONTRACT SALE. I don't want to pay a bank for 10 plus yrs. I'll make your payment + % down. I pay slip and ins. Let's make a deal. Call Lance (415) 495-0313 days.

GOING CRUISING, LOOKING FOR USED Cruising Equipment. Windvane, Liferaft, SSB, EPIRB, etc. Call Ed w: (415) 490-7991; h: (415) 838-1385.~

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PIER 39 (SAN FRANCISCO) SLIP, 36 feet, for sale or rent. Excellent location. Call Doug Gooding days at (415) 397-6700.~

EMERY COVE MARINA. Berth for sale by owner/agent, 50'x17.5'. Beautiful modern marina. Excellent location. Five minutes to Bay Bridge. Showers, phone, laundry, parking, market, security, 50 amp elect, storage box, private phone line. \$74,000, financing available. Robert Rodriguez (415) 656-2702.

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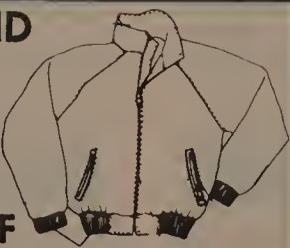
MARINA ATTENDANT, \$1,842-2,241/month. Provides service and assistance to boaters including minor maintenance and repair, and other related duties. Requires high school graduation; 2 years experience in work involving public contact; demonstrated involvement in boating related activities; and license/certificates: CPR, multi-media first aid, safe boating practices and CDL. Submit City application by 02-21-89 to City of Vallejo Personnel Department, 555 Santa Clara Street, Vallejo CA 94590 (707) 648-4364.

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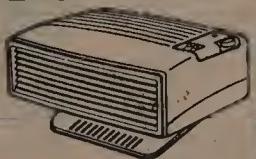
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38' EASTERLY SLOOP,	
'78	64,500
36' CHEOY LEE	
kch, '76	60,000
30' CATALINA SLOOP	
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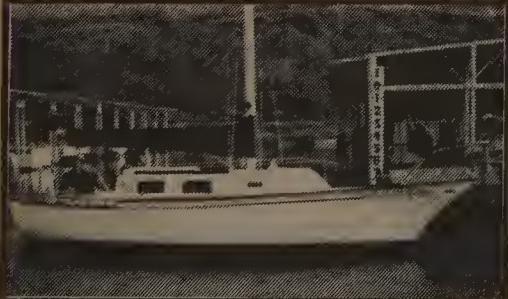


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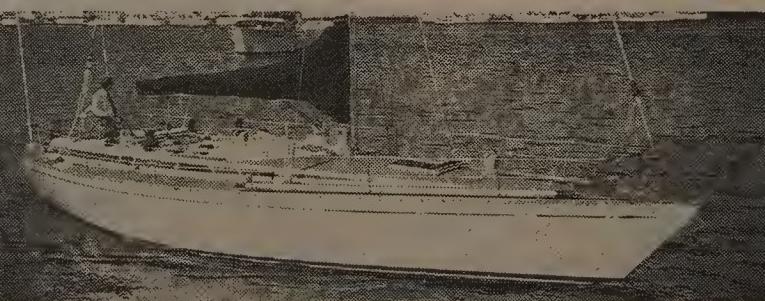
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SWAN 42 "Sea Star" ('82). In absolutely stunning condition, this Holland design has extensive B & G instruments, Loran, (2) VHF's, SatNav, autopilot, engine driven and 110V refrigeration. Separate racing and cruising sail inventories, latter includes 4 Kevlar/Mylar 1986-1988. Located Southern California \$240,000.

IN SOUTHERN CALIFORNIA:

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PRICE REDUCED \$129,500

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29'	CAL 29, 1971, great Bay sailor	\$19,000
30'	ODYSSEY by Alberg, potential sea boat	\$21,000
30'	BODEGA 30, custom interior, all the gear	Inquire
31'	DUFOUR 31, 1979, great for Bay and Delta!	\$49,500
31'	MARINER 32 ketch, nice shape	Try \$35,000
35'	CSTOM STEEL cruising cutter	\$55,000/offers
35'	ERICSON 35+, 1982. Popular Bay sailor	Inquire
35'	SANTANA 35, may be one of the best	\$55,000
36'	ISLANDER 36, two nice ones available	From \$45,000
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46'	STEEL Sailing Yacht	Inquire

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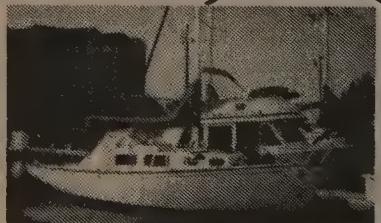
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38' CATALINA, 1984	\$82,500
37' ELITE, 1983	\$72,000
37' TAYANA CUTTER, 1977	INQUIRE
37' AMPHORA, WAUQUIEZ CRUISING KETCH, '76	INQUIRE
37' O'DAY CNTR COCKPIT, 1979 (TWO TO CHOOSE) FROM	\$53,000
37' RANGER, 1973	\$47,000
36' CS, 1981	\$74,500
34' HUNTER, 1985	\$55,000
34' ISLANDER, 1975	INQUIRE
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27'	Vega Sloop	1972	22,000.00
29'	Bristol	1967	17,500.00
29'	Cal 2-29	1975	25,500.00
30'	Pearson	1978	27,500.00
31'	Mariner Ketch	1969	34,500.00
32'	Traveller	2 available	76,77
32'	Westsail	1974	frm
36'	Islander	1976	45,000.00
36'	Luders Yawl	2 available	76,77
37'	Endeavour	1980	49,000.00
37'	Islander Pilothouse MIS	1970	78,000.00
37'	Rafiki Cutter	1980	57,000.00
38'	Bristol 38 Sloop	1968	80,000.00
38'	Morgan 382 Sloop	1972	40,000.00
39'	Freya 39	2 available	78,80
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41'	"Sea Tiger" Ketch	1972	79,500.00
41'	King's Legend Cruiser	1985	89,500.00
42'	Pearson 424 Ketch	1980	125,000.00
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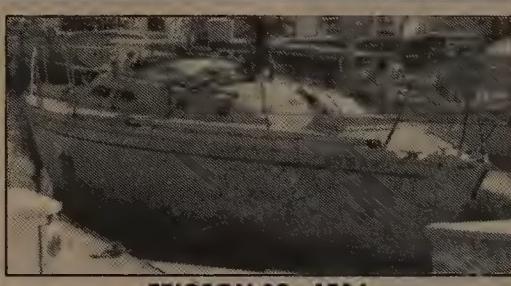
NIGARA 35 MKI, 1980

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This family cruiser was originally commissioned in Lake Tahoe. It has been hardly used and only been in salt water since June. Asking \$39,995.



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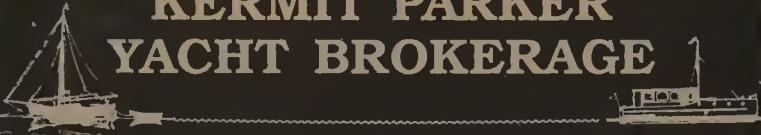
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28' STOUT FELLA	6,900
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32' ATKINS/ARCHER	39,950
39' FREYA	79,000
40' CONCORDIA MS	29,750
44' LAFITTE	139,000
57' LUEN KEE JUNK	40,000
POWER	
28' OWENS	\$14,000
30' GONDOLA	8,000
32' LUHRS	19,000
34' TOLLYCRAFT	135,000
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* 29' Ranger.....	24,950	33' Columbia.....	29,000
* 29' Cal.....	OFFERS	* 33' Newport.....	49,500
29' Cal 2-29.....	24,500	34' Hunter 34.....	49,500
* 30' Cal 2-30.....	22,000	* 35' Bristol 2 From....	59,000
* 30' Carter.....	32,000	* 35' Coronado	48,000
* 32' Alden M/Sailor.....	49,500	36' Islander.....	57,500
32' Marieholm.....	25,000		

OFFSHORE CRUISERS

* 27' Vancouver.....	34,500	38' Alajuela.....	80,000
* 27' Nor'Sea.....	49,000	38' Ingrid 38.....	79,000
30' Fisher REDUCED	43,500	* 39' Cal 2 From.....	49,500
* 31' Cheoy Lee 2Fr.....	27,500	* 40' Valiant.....	129,000
32' Atkins.....	59,500	* 41' Kings Legend.....	85,500
* 33' Freedom	69,000	* 41' Cheoy Lee	70,000
* 33' Vanguard.....	20,000	45' Explorer.....	100,000
35' Rasmus.....	57,500	45' Porpoise Kth.....	80,000
35' Niagara.....	79,500	* 46' Morgan Ketch.....	OFFERS
37' Esprit.....	79,500	* 49' Transpac MK II....	189,000

CLASSIC CRUISERS

* 30' Atkins Ctr.....	35,000	53' Edson Schock.....	165,000
27' Virtue.....	28,000	* 60' Pilot Ctr.....	95,000

C & C

* 25' C & C 25.....	12,500	35' C & C 35 MK II.....	49,500
26' C & C 26.....	25,000	* 36' C & C REDUCED....	49,500
* 27' C & C 27.....	23,500	38' C & C.....	76,500
30' C & C 1/2 Ton.....	23,000		

PERFORMANCE CRUISERS

* 25' Kirby.....	9,500	34' Peterson.....	45,500
* 30' P/J 1/2 Ton.....	28,950	* 35' Santana.....	45,000
* 31' Peterson 1/2T.....	33,500	35' Custom Alum.....	59,000
* 33' Tartan 10.....	18,500	36' Peterson.....	62,500
* 34' Dash 34.....	38,500	38' Soderberg.....	55,000

SAN FRANCISCO BAY CRUISERS

* 23' Ranger.....	9,500	* 27' Catalina.....	26,500
* 24' Bristol.....	9,000	* 27' Catalina O/B.....	13,500
* 25' Cal.....	6,500	27' Sun 27.....	17,000
* 25' Bahama.....	9,800	* 28' Cal.....	12,500
* 25' Cal 2-25 2 Fr.....	18,500	29' Ericson.....	25,700
* 25' U.S. 25.....	10,500	30' Islander MKII.....	28,000
25' Catalina.....	14,900	30' Pearson 30.....	21,500

POWER BOATS

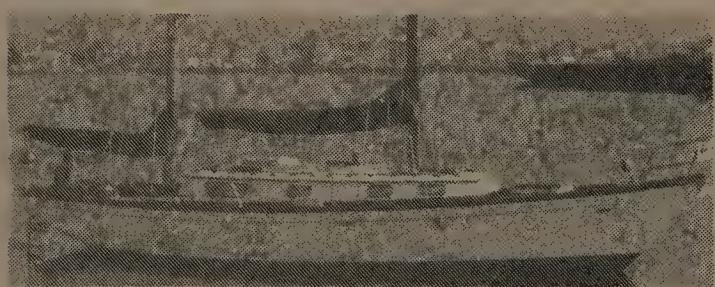
* 18' SunRunner.....	8,900	* 36' Trojan 36 S.F.....	36,500
* 30' Chris Cavalier.....	16,000	* 38' PT 38.....	88,500
30' Chris Connie.....	22,500	* 40' Owens Tahitian....	34,975
32' Blackhawk 909....	79,500	45' Bluewater.....	110,000
32' Owens.....	22,500	* 46' Chris Connie.....	89,900
* 35' Chris Craft.....	55,950		

* Star indicates vessel at our docks

Quality Listings for boats 35' and up are needed
to satisfy our customers for cruising boats



REDUCED FISHER REDUCED
English quality, enclosed steering station, and maximum comfort in 30 feet. Ketch rigged for ease of handling, the perfect pocket cruiser. Bay sailing or coastal cruising she is perfect. \$43,500



CHEOY LEE 41
A Ketch rigged cruiser with Furuno radar, TI loran C, auto helm 5000, 3.5 kw generator and Perkins 4-108 diesel. Ground tackle and safety gear is ready for off-shore. She is ready. \$ 70,000



CAL 39 MK II
Queen of the Cal fleet this vessel is a perfect example of performance and comfort. New sails in 87, Perkins diesel good electronics, full spinnaker gear with chute, life raft and all safety gear. \$ 78,500



ESPRIT 37
Bob Perry design for comfort and hi-performance cruising... If you are looking for off-shore sailing she is equipped for you. 10 sails, full safety gear, groundtackle. Propane, refrigeration, battery charger, Loran and diesel. Perfect. \$ 79,500



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MARIN YACHT SALES, INC.



PERFORMANCE MOTORYACHT



PT 52

Motoryacht. With Twin 300 Cummins, generator, 2-3-4 staterooms, two heads, two showers, delivered San Francisco. \$295,000.



38' GOLDEN STAR

1985. Twin 200hp Perkins provide 15 knot cruise, owners queen aft, shows like 1989. Only 90 hours. Asking \$127,500.



52' DeFEVER

Flush Deck Trawler. The true world traveler. Built of steel and powered by Cummins - holds 3,000 gal fuel, 1,000 gal water! She's ready if you are - if you're not, we have other Bay and Delta types for you. Asking \$225,000.



OCEANS VII

BLUEWATER 47 Center Cockpit Cruising Ketch. Built 1978 with owners queen aft & guest double forward. Two heads, 2 showers, new '88 aluminum spars, boat shows excellent maintenance. Asking \$120,000.



35' BERTRAM

1972/84 Twin cats, generators, cruise 18 knots, sleeps two, fishes six. All the toys! Asking \$115,000.



34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom; very clean. Asking \$68,000.

Mr. Bob White
Larsen Sails, Inc.
1041-A 17th Avenue
Santa Cruz, CA 95062

Dear Bob:

Now that my new sails are up and have been tested on occasions, I want to thank you and Larsen Sails for making my sail acquisition exercise such a pleasant and efficient experience.

When my old (and I mean old) genoa jib and furling system blew out in 40 knots of air on the Bay last June, I realized that I needed to replace not only the genoa jib but also the furling system. I also decided that if I was going to replace the genoa and furling system, I should look at a new main since my old one was at least six or seven years old and needed replacement. I didn't know exactly how to go about doing this but thought that it would require a lot of time and effort on my part. I did not realize that I could get someone to take complete responsibility for the entire project.

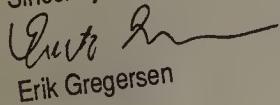
I had studied information on the various furling systems available and had determined that the Harken system was probably what I wanted. I also knew that I wanted to get sails from a reputable sailmaker with lots of experience and knowledge of San Francisco Bay sailing.

As I knew that I was faced with a major investment in furling system and sails, I consulted a number of my more experienced sailing friends on this matter. After extensive research, I narrowed my potential vendors down to three reputable sailmakers, one of which was Larsen. That was when I first contacted you to discuss my requirements for a complete new headsail "system" — furling gear and genoa jib — as well as a new main. I also needed a new sail cover and wanted a lazy jack system to make handling the main at the end of a busy day of sailing easier for me and my crew.

I simply want to say that I was amazed at how simple and easy the project turned out with your help. After I made up my mind to work with Larsen, based primarily on your reputation for building quality sails, there was little else I had to do. My decisions centered around whether to get a 130% or 120% genoa and whether or not to get a fully battened main. Your expert advise on these matters turned out to be good and we are now enjoying not only improved performance on our Pearson 390 cruising sailboat, but also much more relaxed sailing.

Your assistance in providing a turn-key job at a very competitive price for a busy sailor (who would rather spend his time sailing than attending to the details of coordinating the acquisition of a complete sail package) is greatly appreciated. I am sure that if I were Tom Peters, I would laud your efforts as being totally "customer oriented" and designed to keep us coming back for more. The quality sails were produced in a timely manner with excellent attention to detail and customer needs. I can already tell that we got good value for our investment and that our sailing will be much more enjoyable and satisfying in the future as a result. I certainly will come to Larsen first when I need a new set of sails in the future!!!!

Sincerely,


Erik Gregersen

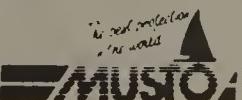


Erik and Gretchen Gregersen of Monte Sereno sailing their Pearson 390 cruising sailboat with new Larsen 120% genoa and fully battened main on San Francisco Bay.

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LARSEN IS EXPANDING AGAIN TO SERVE YOU BY OPENING OUR NEW OFFICE AT THE SAN-FORD-WOOD BOATYARD STOP BY AND SAY HELLO

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SAIL BOATS

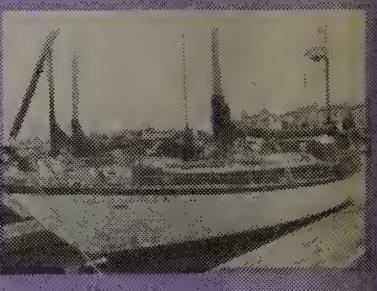
25' NORTHSTAR 500	\$15,000
27' EXPRESS	20,000
28' LASER	34,500
29' CAL	29,000 *
30' CARTER	33,000
30' IRWIN CITATION	28,900
30' CAL 9.2	26,500
30' ERICSON	53,900
31' CHEOY LEE	29,000
33' TARTAN TEN	(2) 24,000 *
34' CUSTOM SLOOP	35,000
34' PETERSON	34,000
35' HINCKLEY	34,500
35' SANTANA	55,000
36' ISLANDER FREEPORT	72,000
36' ISLANDER	(2) 42,500
36' CS SLOOP	74,500
36' PEARSON 36	49,000
37' HUNTER	(2) 69,000
37' TARTAN	64,900
38' FARALLON CLIPPER	(2) 35,000
38' FARR	61,500
39' FREYA	79,500
40' CHALLENGER	84,500
40' PEARSON	50,000
40' C&C CUST DESIGN	110,000
41' NEWPORT	(3) 65,000
41' PETERSON RACE SLP	70,000
42' DUBOIS	79,500
44' DAVIDSON	95,000
44' PETERSON	110,000
44' CT 44 CUTTER	115,000
45' LANCER	125,000
45' PORPOISE KETCH	80,000 *
46' MOTORSAILER	129,000
47' S&S CSTM SLOOP	59,500
47' VAGABOND	125,000
47' S&S CSTM SLOOP	175,000
48' PH KETCH M/S	250,000 *
50' SANTA CRUZ	169,000
62' KETCH M/S	324,000
108' ISLAND TRADER	875,000



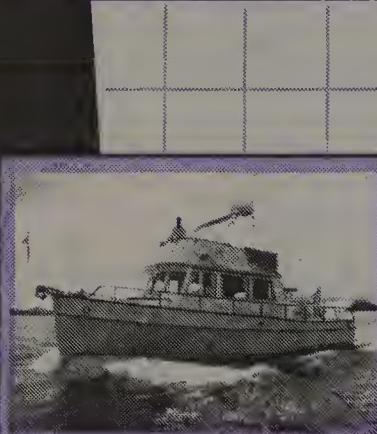
ERICSON 38. A well equipped 1986 cruiser. Like new, and ready to go to the Delta or Mexico. Asking \$84,950.



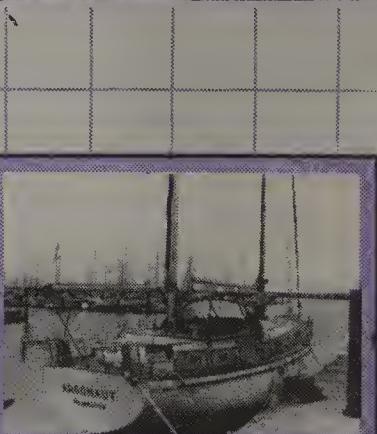
40' GULF MARINE. Custom built yacht with no expense spared. Spacious and comfortable. Selling with prime S.F. berth at a reasonable price. Asking \$59,000.



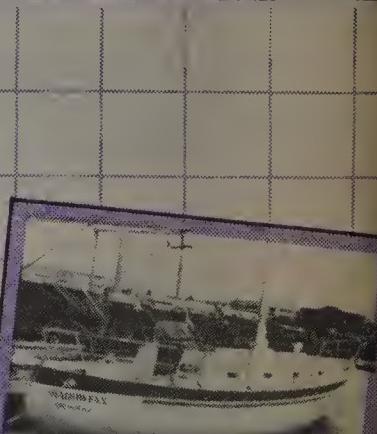
CHEOY LEE OFFSHORE 40'. Veteran of a cruise to Mexico and Hawaii. Beautiful, traditional yacht in excellent condition. Reduced to \$69,500. Inquire!



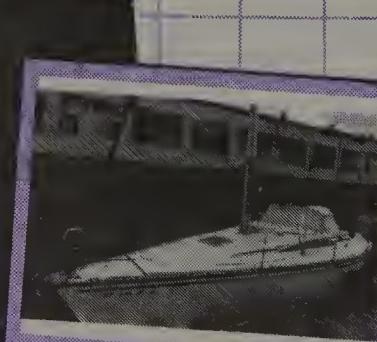
GRAND BANKS 36. "Agnes". 1986, G.B. 36. The finest single engined classic ever offered. Completely equipped by a perfectionist. Asking \$129,000.



OLYMPIC 47'. Beautiful offshore cruiser with 3 private cabins. Lovely teak interior w/marble headroom. A must see at \$149,500.



VALIANT 32'. Bob Perry design. Sturdy cruising boat. Ideal for singlehanded sails. Excellent condition. Make offer!



37' HUNTER. This boat is like new with all the amenities of a home. Perfect as a live-aboard. Ideal Bay cruiser. Asking \$69,000.



O'DAY 34'. Well maintained by original owner. Fully equipped for racing or cruising. Asking \$45,000.



SWAN 39'. Ron Holland design. Excellent condition and well equipped. Rare offering and reasonably priced.

POWER BOATS

22' TUGBOAT	22,500
26' CARVER (SANTA CRUZ)	35,000
27' SEA RAY	38,000 *
30' CLASSIC FAIRCHILD	37,500
33' CHRIS CRAFT	36,500 *
36' EGG HARBOR	135,000
36' GRAND BANKS	129,000
36' GRAND BANKS	58,500
37' HATTERAS	157,500
38' BERTRAM	195,000
38' MATTHEWS CLASSIC MY.	58,500 *
41' CHUNG HWA	106,500
42' GRAND BANKS	57,000
42' SUNDECK MY.	149,000
42' UNIFLITE	178,000
43' PRESIDENT SF	160,000
43' HATTERAS MY	180,000
44' GULFSTAR	172,500
45' SEA RANGER	177,500
46' CHRIS CRAFT CONNIE	89,900
46' ALASKAN	98,500
48' NORDIC	295,000
48' TOLLYCRAFT	225,000
53' HATTERAS	535,000 *
61' HATTERAS MY	750,000
78' MONK	1,750,000

* San Francisco Berth Included

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